



RECORD OF CHANGE– DASR RELEASE 29 APR 21

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Notes

1. The following table details the 'Former Text' (30 Sep 20 Release) and 'Revised Text' (29 Apr 21 Release) for each regulatory change.
2. Changes are presented in groups according to DASR part and DASR Change Proposal (DCP) reference. Each DCP incorporates changes with similar effect and rationale.
3. Additional text introduced in the Apr 21 DASR release is indicated by red text, while deletions are indicated by ►◄.

DASR Clause	DCP Reference	Change Classification	Former Text	Revised Text / Implemented Change	Rationale
Support Material					
Glossary of Terms	DCP 2021 - 002	Minor	<p>Airworthiness Limitation (AwL) *</p> <p>An item arising from a system safety analysis that has been shown to have failure mode(s) associated with an unsafe condition.</p>	<p>Airworthiness Limitation (AwL) *</p> <p>An item arising from ►the certification process◄ that has been shown to have failure mode(s) associated with an unsafe condition. The terms Airworthiness Limitation item or Airworthiness Limitation Instruction are also used in certain sections of the implementing regulations.</p>	<p>Aircraft structures AwLs are identified using certification standard definitions and deterministic analysis, not a system safety analysis style approach. Referring instead to the certification process is a more general definition. Areas of DASR also refer to Airworthiness Limitation Items or Airworthiness Limitation Instructions (e.g. AMC M.A.302(d), AMC 145.A.45(g) and Appendix IV to AMC 145.A.30(e)), so it is pertinent to note that these come under the same definition.</p>
DASR M – Continuing Airworthiness Management					
AMC to M.A.302(d)	DCP 2021 - 003 DCP 2020 - 016	Minor	<p>AMC M.A.302(d) Aircraft Maintenance Programme</p> <ol style="list-style-type: none"> 1. An Operating Organisation's AMP should normally be based upon the Maintenance Review Board (MRB)/Reliability Centred Maintenance (RCM) report or equivalent report where applicable, the Maintenance Planning Document (MPD), the relevant chapters of the maintenance manual or any other maintenance data containing information on scheduling. Furthermore, an Operating Organisation's AMP should also take into account any maintenance data containing information on scheduling for components. 2. Instructions issued by the NMAA can encompass all types of instructions from a specific task for a particular aircraft to complete recommended maintenance schedules for certain aircraft types that can be used by the CAMO directly. These instructions may be issued by the NMAA in the following cases: <ul style="list-style-type: none"> – in the absence of specific recommendations of the (Military) Type Certificate Holder; – to provide alternative instructions to those described in the subparagraph 1 above, with the objective of providing flexibility to the Operating Organisation. 	<p>AMC M.A.302(d) Aircraft Maintenance Programme</p> <ol style="list-style-type: none"> 1. An Operating Organisation's AMP should normally be based upon the Maintenance Review Board (MRB)►◄ report or equivalent report where applicable, the Maintenance Planning Document (MPD), the relevant chapters of the maintenance manual or any other maintenance data containing information on scheduling. Furthermore, an Operating Organisation's AMP should also take into account any maintenance data containing information on scheduling for components. 2. Instructions issued by the NMAA can encompass all types of instructions from a specific task for a particular aircraft to complete recommended maintenance schedules for certain aircraft types that can be used by the CAMO directly. These instructions may be issued by the NMAA in the following cases: <ul style="list-style-type: none"> – in the absence of specific recommendations of the (Military) Type Certificate Holder; – to provide alternative instructions to those described in the subparagraph 1 above, with the objective of providing flexibility to the Operating Organisation. 	<p>DCP 2020-016: Since DASR was introduced in September 2016, the understanding of the regulatory principles has significantly matured. A review of DASR green text was undertaken to verify whether the current green text provided clarity to DASR. The result of the review determined that some green text should be amended or removed to improve clarity and readability of DASR.</p> <p>The benefits of the changes will:</p> <ul style="list-style-type: none"> - Simplify DASR M by amending and/or deleting green text that does not provide additional information or clarity to the associated regulatory text. - Improve alignment of DASR M to EMAR M. <p>This amendment of DASR M does not change the intent of the regulation or the compliance requirements.</p> <p>DCP 2021-003: There has been a comprehensive review of the GM/AMC relating to ASI/PSI at various clauses in DASR 21. This DCP is harmonised with these changes and provides better clarity to CAMOs; both supporting structural integrity programs and managing AMPs. The changes do not impose new requirements or alter the approach or intent of previous regulation. Much of the previous AMC/GM was published for DASR transition in 2016 and has now been modified (or removed) based on contemporary experience of ASI/PSI management in the Defence Aviation safety Framework. This DCP has been introduced by DAVENG late in the development of DCP 016/20. This new structural</p>



		<p>3. Where an aircraft type has been subjected to the MRB/RCM report process, the initial AMP should normally be based upon the MRB/RCM report.</p> <p>4. Where an aircraft is maintained in accordance with an AMP based upon the MRB/RCM report process, any associated programme for the continuous surveillance of the reliability, or health monitoring of the aircraft should be considered as part of the AMP.</p> <p>5. AMPs for aircraft types subjected to the MRB/RCM report process should contain identification cross reference to the MRB/RCM report tasks such that it is always possible to relate such tasks to the current AMP. This does not prevent the AMP from being developed in the light of service experience to beyond the MRB/RCM report recommendations but will show the relationship to such recommendations. However, consideration should also be given to Defence Configuration, Role, and operating Environment (CRE) and scheduled utilisation compared with the assumptions used at the commencement of the MRB/RCM process.</p> <p>6. Some AMPs, not developed from the MRB/RCM process, utilise reliability programmes. Such reliability programmes should be considered as a part of the AMP.</p> <p>7. Alternative and/or additional instructions to those defined in DASR M.A.302(d)1 and (2), proposed by the Operating Organisation, may include but are not limited to the following:</p> <ul style="list-style-type: none"> - Extension of the interval for certain tasks based on reliability data or other supporting information. Appendix I recommends that the AMP contains the corresponding extension procedures. The extension in periodicity of these tasks is directly approved by the NMAA, including ALIs (Airworthiness Limitation Items). - Reduced intervals from those proposed by the (M)TC holder as a result of the reliability data or because of a more stringent operational environment. - Additional tasks at the discretion of the Operating Organisation. - For Aircraft Structural Integrity, Airworthiness Limitations are cited in the weapon system approved Aircraft Structural Integrity Management Program (ASIMP), while cited in the TCDS for the affected Propulsion System. Airworthiness Limitations (including safe life 	<p>3. Where an aircraft type has been subjected to the MRB <> report process, the initial AMP should normally be based upon the MRB <> report.</p> <p>4. Where an aircraft is maintained in accordance with an AMP based upon the MRB <> report process, any associated programme for the continuous surveillance of the reliability, or health monitoring of the aircraft should be considered as part of the AMP.</p> <p>5. AMPs for aircraft types subjected to the MRB <> report process should contain identification cross reference to the MRB <> report tasks such that it is always possible to relate such tasks to the current AMP. This does not prevent the AMP from being developed in the light of service experience to beyond the MRB <> report recommendations but will show the relationship to such recommendations. <></p> <p>6. Some AMPs, not developed from the MRB <> process, utilise reliability programmes. Such reliability programmes should be considered as a part of the AMP.</p> <p>7. Alternative and/or additional instructions to those defined in DASR M.A.302(d)1 and (2), proposed by the Operating Organisation, may include but are not limited to the following:</p> <ul style="list-style-type: none"> - Extension of the interval for certain tasks based on reliability data or other supporting information. Appendix I recommends that the AMP contains the corresponding extension procedures. The extension in periodicity of these tasks is directly approved by the NMAA, including ALIs (Airworthiness Limitation Items). - Reduced intervals from those proposed by the (M)TC holder as a result of the reliability data or because of a more stringent operational environment. - Additional tasks at the discretion of the Operating Organisation. - > The Aircraft Structural Integrity Program (ASIP) and Propulsion System Integrity Program (PSIP) can provide the supporting information for the Operating Organisation to propose alternative and/or additional instructions. For aircraft structures and 	<p>integrity DCP (003/21) also amends DASR M green text but does not impact / overlap with DCP 016/20.</p>
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			<p>limit or safety by inspection program parameter for aircraft structure and dynamic components as defined in the weapon system ASIMP, critical inspection requirements or retirement times of propulsion system critical parts as defined in DASR GM 21.A.41—Type-certificate and restricted type-certificate, CMRs or other Airworthiness Limitations) are outside the scope of the reliability program and cannot be modified without engagement of an approved design organisation and NMAA approval.</p> <p>– Note: Take care with escalation for Structural Integrity. Structure requires different logic to systems, especially for ‘nil findings’. For ASI, a history of ‘nil findings’ on an aircraft is not evidence for escalation of the inspection interval, because it is not evidence that there is any conservatism in any of the variables in the ICA’s ‘damage tolerance’ analysis. The chance of damage developing and growing only increases with time.</p> <p>8. ‘Field Evaluation’ data from other military Operating Organisations using the same aircraft type in a similar manner may have been used to develop an initial Aircraft Maintenance Programme. However, where an aircraft has been procured from a foreign nation, security constraints or other nationally imposed limitations may result in a lack of complete data being available to support the AMP. In these cases, the Operating Organisation should evaluate the available data and confirm that appropriate controls exist, or identify additional data that implements necessary controls, so that associated risks are either eliminated or minimised So Far As is Reasonably Practicable (SFARP).</p>	<p>propulsion systems the ALIs will be cited in the Structural/System Integrity Management Plan (SIMP) and TCDS and should only be altered based on approved information from the (M)TC holder. ◀</p> <p>▶ ◀</p> <p>8. ‘Field Evaluation’ data from other military Operating Organisations using the same aircraft type in a similar manner may have been used to develop an initial Aircraft Maintenance Programme. However, where an aircraft has been procured from a foreign nation, security constraints or other nationally imposed limitations may result in a lack of complete data being available to support the AMP. In these cases, the Operating Organisation should evaluate the available data and confirm that appropriate controls exist, or identify additional data that implements necessary controls, so that associated risks are either eliminated or minimised So Far As is Reasonably Practicable (SFARP).</p>	
<p>Appendix I to AMC to M.A.302</p>			<p>Appendix I to DASR AMC M.A.302 - Content of the Aircraft Maintenance Program</p> <p>1. General requirements</p> <p>1.1. The Aircraft Maintenance Programme (AMP) should contain the following basic information:</p> <p>1.1.1. The type/model and registration number of the aircraft, engines and, where applicable, auxiliary power units and propellers.</p> <p>1.1.2. The name and address of the Operating Organisation(s) and the organisation responsible for producing and amending the AMP.</p> <p>1.1.3. The reference, the date of issue and issue number of the AMP.</p>	<p>Appendix I to DASR AMC M.A.302 - Content of the Aircraft Maintenance Program</p> <p>1. General requirements</p> <p>1.1. The Aircraft Maintenance Programme (AMP) should contain the following basic information:</p> <p>1.1.1. The type/model and registration number of the aircraft, engines and, where applicable, auxiliary power units and propellers.</p> <p>1.1.2. The name and address of the Operating Organisation(s) and the organisation responsible for producing and amending the AMP.</p> <p>1.1.3. The reference, the date of issue and issue number of the AMP.</p>	



		<p>1.1.4. A statement signed by the CAMO's Accountable Manager or their nominated representative to the effect that the specified aircraft will be maintained to the AMP and that the AMP will be reviewed and updated as required.</p> <p>1.1.5. Contents/list of effective pages and their revision status of the document.</p> <p>1.1.6. Intervals for scheduled maintenance, which reflect the anticipated utilisation of the aircraft. Such utilisation should be stated and include a tolerance. Where utilisation cannot be anticipated, calendar time limits should also be included.</p> <p>1.1.7. Procedures for the extension of established intervals for scheduled maintenance, where applicable and acceptable to the NMAA.</p> <p>1.1.8. Provision to record the date and reference of approved amendments incorporated in the AMP.</p> <p>1.1.9. Details of pre-flight tasks that are accomplished by maintenance staff.</p> <p>1.1.10. The tasks and the periods (intervals/frequencies) at which each part of the aircraft, engines, APU's, propellers, components, accessories, equipment, instruments, electrical and radio apparatus, together with the associated systems and installations should be inspected. This should include the type and degree of inspection required.</p> <p>1.1.11. The periods at which components should be checked, cleaned, lubricated, replenished, adjusted and tested.</p> <p>1.1.12. If applicable, details of ageing aircraft system requirements together with any specified sampling programmes.</p> <p>1.1.13. If applicable, details of specific structural maintenance programmes where issued by the MTC holder / any organisation recognized by the NMAA including but not limited to:</p> <ol style="list-style-type: none"> Damage Tolerance based Structural Maintenance Inspection Programmes and Supplemental Structural Inspection Documents (SSID). Structural maintenance programmes resulting from the SB review performed by the MTC holder. Corrosion Prevention and Control Programmes (CPCP). Repair Evaluation Guidelines, Repair Assessment Programmes or similar documents. 	<p>1.1.4. A statement signed by the CAMO's Accountable Manager or their nominated representative to the effect that the specified aircraft will be maintained to the AMP and that the AMP will be reviewed and updated as required.</p> <p>1.1.5. Contents/list of effective pages and their revision status of the document.</p> <p>1.1.6. Intervals for scheduled maintenance, which reflect the anticipated utilisation of the aircraft. Such utilisation should be stated and include a tolerance. Where utilisation cannot be anticipated, calendar time limits should also be included.</p> <p>1.1.7. Procedures for the extension of established intervals for scheduled maintenance, where applicable and acceptable to the NMAA.</p> <p>1.1.8. Provision to record the date and reference of approved amendments incorporated in the AMP.</p> <p>1.1.9. Details of pre-flight tasks that are accomplished by maintenance staff.</p> <p>1.1.10. The tasks and the periods (intervals/frequencies) at which each part of the aircraft, engines, APU's, propellers, components, accessories, equipment, instruments, electrical and radio apparatus, together with the associated systems and installations should be inspected. This should include the type and degree of inspection required.</p> <p>1.1.11. The periods at which components should be checked, cleaned, lubricated, replenished, adjusted and tested.</p> <p>1.1.12. If applicable, details of ageing aircraft system requirements together with any specified sampling programmes.</p> <p>1.1.13. If applicable, details of specific structural maintenance programmes where issued by the MTC holder / any organisation recognized by the NMAA including but not limited to:</p> <ol style="list-style-type: none"> Damage Tolerance based Structural Maintenance Inspection Programmes and Supplemental Structural Inspection Documents (SSID). Structural maintenance programmes resulting from the SB review performed by the MTC holder. Corrosion Prevention and Control Programmes (CPCP). Repair Evaluation Guidelines, Repair Assessment Programmes or similar documents. 	
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		<p>e. Widespread Fatigue Damage.</p> <p>1.1.14. If applicable, details of CDCCLs together with appropriate procedures.</p> <p>1.1.15. If applicable, a statement of the limit of validity in terms of total flight cycles / calendar date / flight hours / other service life consumption units for the structural programme in 1.1.13.</p> <p>1.1.16. The periods at which overhauls and/or replacements by new or overhauled components should be made.</p> <p>1.1.17. A cross-reference to other documents approved by the NMAA which contain the details of maintenance tasks related to mandatory life limitations, Certification Maintenance Requirements (CMR's) and ADs.</p> <p>NOTE: To prevent inadvertent variations to such tasks or intervals these items should not be included in the main portion of the AMP document, or any planning control system, without specific identification of their mandatory status.</p> <p>1.1.18. Details of, or cross-reference to, any required reliability programme or statistical methods of continuous surveillance.</p> <p>1.1.19. A statement that practices and procedures to satisfy the programme should be to the standards specified in the maintenance instructions promulgated by the (Military) Type Certificate (MTC) and (Military) Supplementary Type Certificate (MSTC) holders and any other organisation that publishes such data in accordance with DASR 21. In the case of approved practices and procedures that differ, the statement should refer to them.</p> <p>1.1.20. Each maintenance task quoted should be defined in a definition section of the AMP.</p> <p>2. Aircraft Maintenance Plan Basis</p> <p>2.1. An AMP should normally be based upon the MRB / RCM report (or equivalent), where applicable, and the MTC holder MPD or the manufacturer's recommended maintenance programme.</p> <p>The structure and format of these maintenance recommendations may be re-written to better suit the operation and control of the particular AMP.</p> <p>2.2. For a newly type-certificated aircraft where no previously approved AMP exists, it will be necessary to comprehensively appraise the manufacturer's recommendations (and the MRB / RCM report or equivalent where applicable), together with other</p>	<p>e. Widespread Fatigue Damage.</p> <p>1.1.14. If applicable, details of CDCCLs together with appropriate procedures.</p> <p>1.1.15. If applicable, a statement of the limit of validity in terms of total flight cycles / calendar date / flight hours / other service life consumption units for the structural programme in 1.1.13.</p> <p>1.1.16. The periods at which overhauls and/or replacements by new or overhauled components should be made.</p> <p>1.1.17. A cross-reference to other documents approved by the NMAA which contain the details of maintenance tasks related to mandatory life limitations, Certification Maintenance Requirements (CMR's) and ADs.</p> <p>NOTE: To prevent inadvertent variations to such tasks or intervals these items should not be included in the main portion of the AMP document, or any planning control system, without specific identification of their mandatory status.</p> <p>1.1.18. Details of, or cross-reference to, any required reliability programme or statistical methods of continuous surveillance.</p> <p>1.1.19. A statement that practices and procedures to satisfy the programme should be to the standards specified in the maintenance instructions promulgated by the (Military) Type Certificate (MTC) and (Military) Supplementary Type Certificate (MSTC) holders and any other organisation that publishes such data in accordance with DASR 21. In the case of approved practices and procedures that differ, the statement should refer to them.</p> <p>1.1.20. Each maintenance task quoted should be defined in a definition section of the AMP.</p> <p>2. Aircraft Maintenance Plan Basis</p> <p>2.1. An AMP should normally be based upon the MRB ►◄ report (or equivalent), where applicable, and the MTC holder MPD or the manufacturer's recommended maintenance programme.</p> <p>The structure and format of these maintenance recommendations may be re-written to better suit the operation and control of the particular AMP.</p> <p>2.2. For a newly type-certificated aircraft where no previously approved AMP exists, it will be necessary to comprehensively appraise the manufacturer's recommendations (and the MRB ►◄ report or equivalent where applicable), together with other airworthiness</p>	
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		<p>airworthiness information, in order to produce a realistic AMP for approval.</p> <p>2.3. For existing aircraft types it is permissible to make comparisons with AMPs previously approved. It should not be assumed that an AMP approved for one Operating Organisation will automatically be approved for another.</p> <p>Evaluation should be made of the role, aircraft/fleet utilisation, landing rate, configuration, operating environment, equipment fit and, in particular, the experience of the Operating Organisation/CAMO/other Operating Organisations when assessing an existing AMP.</p> <p>Where the NMAA is not satisfied that the proposed AMP can be used as is, the NMAA should request appropriate changes such as additional maintenance tasks or reduction of established intervals of scheduled maintenance tasks as necessary.</p> <p>2.4. Critical Design Configuration Control Limitations (CDCCLs)</p> <p>If CDCCLs have been identified for the aircraft type by the M(S)TC holder, maintenance instructions should be developed. CDCCLs are characterised by features in an aircraft installation or component that should be retained during modification, change, repair, or scheduled maintenance for the operational life of the aircraft or applicable component or part.</p> <p>3. Amendments</p> <p>Amendments (revisions) to an approved AMP should be made to reflect changes in the M(S)TC holder recommendations, modifications, service experience, or as required by the NMAA.</p> <p>4. Permitted variations to maintenance periods</p> <p>Maintenance periods prescribed by the AMP may only be varied with the approval of the NMAA or through a procedure developed in the AMP and approved by the NMAA.</p> <p>5. Periodic review of AMP contents</p> <p>5.1. Approved AMPs should be subject to periodic review to ensure that they reflect current M(S)TC holder recommendations, revisions to the MRB / RCM report (or equivalent) if applicable, mandatory requirements and the maintenance needs of the aircraft.</p> <p>5.2. A review of the detailed requirements should be carried out at least annually for continued validity in the light of operating experience and any changes to assumed utilisation, configuration, role or operating environment.</p>	<p>information, in order to produce a realistic AMP for approval.</p> <p>2.3. For existing aircraft types it is permissible to make comparisons with AMPs previously approved. It should not be assumed that an AMP approved for one Operating Organisation will automatically be approved for another.</p> <p>Evaluation should be made of the role, aircraft/fleet utilisation, landing rate, configuration, operating environment, equipment fit and, in particular, the experience of the Operating Organisation/CAMO/other Operating Organisations when assessing an existing AMP.</p> <p>Where the NMAA is not satisfied that the proposed AMP can be used as is, the NMAA should request appropriate changes such as additional maintenance tasks or reduction of established intervals of scheduled maintenance tasks as necessary.</p> <p>2.4. Critical Design Configuration Control Limitations (CDCCLs)</p> <p>If CDCCLs have been identified for the aircraft type by the M(S)TC holder, maintenance instructions should be developed. CDCCLs are characterised by features in an aircraft installation or component that should be retained during modification, change, repair, or scheduled maintenance for the operational life of the aircraft or applicable component or part.</p> <p>3. Amendments</p> <p>Amendments (revisions) to an approved AMP should be made to reflect changes in the M(S)TC holder recommendations, modifications, service experience, or as required by the NMAA.</p> <p>4. Permitted variations to maintenance periods</p> <p>Maintenance periods prescribed by the AMP may only be varied with the approval of the NMAA or through a procedure developed in the AMP and approved by the NMAA.</p> <p>5. Periodic review of AMP contents</p> <p>5.1. Approved AMPs should be subject to periodic review to ensure that they reflect current M(S)TC holder recommendations, revisions to the MRB ▶◀ report (or equivalent) if applicable, mandatory requirements and the maintenance needs of the aircraft.</p> <p>5.2. A review of the detailed requirements should be carried out at least annually for continued validity in the light of operating experience and any changes to assumed utilisation, configuration, role or operating environment.</p>	
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		<p>6. Reliability Programmes</p> <p>6.1. A reliability programme should be developed for all aircraft (see DASR GM M.A.302(f))</p> <p>6.1.1. Not Applicable.</p> <p>6.1.2. Not Applicable.</p> <p>6.1.3. Not Applicable.</p> <p>6.2. Applicability for small fleets of aircraft</p> <p>6.2.1. For the purpose of this paragraph, a small fleet of aircraft is a fleet of less than 6 aircraft of the same type.</p> <p>6.2.2. The requirement for a reliability programme is irrespective of the fleet size.</p> <p>6.2.3. Complex reliability programmes could be inappropriate for a small fleet. It is recommended that reliability programmes are tailored to suit the size and complexity of operational usage.</p> <p>6.2.4. One difficulty with a small fleet of aircraft consists in the amount of available data which can be processed: when this amount is too low, the calculation of alert level is very coarse. Therefore “alert levels” should be used carefully.</p> <p>6.2.5. When establishing a reliability programme for a small fleet of aircraft, the following should be considered:</p> <p>(a) The programme should focus on areas where a sufficient amount of data is likely to be processed.</p> <p>(b) When the amount of available data is very limited, engineering judgement is then a vital element. In the following examples, careful engineering analysis should be exercised before taking decisions:</p> <ul style="list-style-type: none"> – A “0” rate in the statistical calculation may possibly simply reveal that not enough statistical data is available, rather that there is no potential problem. – When alert levels are used, a single event may have the figures reach the alert level. Engineering judgement is necessary so as to discriminate an artefact from an actual need for a corrective action. – In making an engineering judgement, contact should be established and comparisons made with other Operating Organisations/CAMOs (or international equivalents) of the same aircraft type, where possible and relevant. Making comparison with data provided by the manufacturer may also be possible. 	<p>6. Reliability Programmes</p> <p>6.1. A reliability programme should be developed for all aircraft (see DASR GM M.A.302(f))</p> <p>6.1.1. Not Applicable.</p> <p>6.1.2. Not Applicable.</p> <p>6.1.3. Not Applicable.</p> <p>6.2. Applicability for small fleets of aircraft</p> <p>6.2.1. For the purpose of this paragraph, a small fleet of aircraft is a fleet of less than 6 aircraft of the same type.</p> <p>6.2.2. The requirement for a reliability programme is irrespective of the fleet size.</p> <p>6.2.3. Complex reliability programmes could be inappropriate for a small fleet. It is recommended that reliability programmes are tailored to suit the size and complexity of operational usage.</p> <p>6.2.4. One difficulty with a small fleet of aircraft consists in the amount of available data which can be processed: when this amount is too low, the calculation of alert level is very coarse. Therefore “alert levels” should be used carefully.</p> <p>6.2.5. When establishing a reliability programme for a small fleet of aircraft, the following should be considered:</p> <p>(a) The programme should focus on areas where a sufficient amount of data is likely to be processed.</p> <p>(b) When the amount of available data is very limited, engineering judgement is then a vital element. In the following examples, careful engineering analysis should be exercised before taking decisions:</p> <ul style="list-style-type: none"> – A “0” rate in the statistical calculation may possibly simply reveal that not enough statistical data is available, rather that there is no potential problem. – When alert levels are used, a single event may have the figures reach the alert level. Engineering judgement is necessary so as to discriminate an artefact from an actual need for a corrective action. – In making an engineering judgement, contact should be established and comparisons made with other Operating Organisations/CAMOs ►◄ of the same aircraft type, where possible and relevant. Making comparison with data provided by the manufacturer may also be possible. 	
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		<p>6.2.6. In order to obtain accurate reliability data, it should be recommended to pool data and analysis with one or more other Operating Organisations/CAMOs, eg other Military Operating Organisation such as USN. Paragraph 6.6 of this Appendix specifies under which conditions it is acceptable that Operating Organisations/CAMOs share reliability data.</p> <p>6.2.7. Notwithstanding the above there are cases where the pooling of data is not possible, eg at the introduction to service of a new aircraft type. In that case, the NMAA should impose additional restrictions on the scheduled maintenance task intervals, eg no variations or only changes with NMAA approval are possible.</p> <p>6.3. Engineering Judgement</p> <p>6.3.1. Engineering judgement is itself inherent to reliability programmes as no interpretation of data is possible without judgement. In approving the maintenance and reliability programmes, the NMAA is expected to ensure that the organisation responsible for developing and controlling the AMP (or organisation under contract) has sufficiently qualified personnel with appropriate engineering experience and understanding of reliability concepts.</p> <p>6.3.2. It follows that failure to provide appropriately qualified personnel for the reliability programme may lead to the NMAA rejecting the approval of the reliability programme and therefore the AMP.</p> <p>6.4. Contracted / Tasked Reliability Programme</p> <p>6.4.1. The organisation responsible for the development of the AMP may delegate certain functions to a suitably qualified organisation under contract/task, provided this organisation proves to have the appropriate expertise.</p> <p>6.4.2. These functions are:</p> <ul style="list-style-type: none"> (a) Developing the aircraft maintenance and reliability programmes, (b) Performing the collection and analysis of the reliability data, (c) Providing reliability reports, and (d) Proposing corrective actions to the organisation responsible for the development of the AMP. <p>6.4.3. Notwithstanding the above, the decision to implement a corrective action (or the decision to request from the NMAA the approval to implement a corrective action) remains the CAMO's prerogative and responsibility. In relation to paragraph 6.4.2(d) above, a decision not to implement a corrective action should be justified and documented.</p>	<p>6.2.6. In order to obtain accurate reliability data, it should be recommended to pool data and analysis with one or more other Operating Organisations/CAMOs ►◄. Paragraph 6.6 of this Appendix specifies under which conditions it is acceptable that Operating Organisations/CAMOs share reliability data.</p> <p>6.2.7. Notwithstanding the above there are cases where the pooling of data is not possible, eg at the introduction to service of a new aircraft type. In that case, the NMAA should impose additional restrictions on the scheduled maintenance task intervals, eg no variations or only changes with NMAA approval are possible.</p> <p>6.3. Engineering Judgement</p> <p>6.3.1. Engineering judgement is itself inherent to reliability programmes as no interpretation of data is possible without judgement. In approving the maintenance and reliability programmes, the NMAA is expected to ensure that the organisation responsible for developing and controlling the AMP ►◄ has sufficiently qualified personnel with appropriate engineering experience and understanding of reliability concepts.</p> <p>6.3.2. It follows that failure to provide appropriately qualified personnel for the reliability programme may lead to the NMAA rejecting the approval of the reliability programme and therefore the AMP.</p> <p>6.4. Contracted / Tasked Reliability Programme</p> <p>6.4.1. The organisation responsible for the development of the AMP may delegate certain functions to a suitably qualified organisation under contract/task, provided this organisation proves to have the appropriate expertise.</p> <p>6.4.2. These functions are:</p> <ul style="list-style-type: none"> (a) Developing the aircraft maintenance and reliability programmes, (b) Performing the collection and analysis of the reliability data, (c) Providing reliability reports, and (d) Proposing corrective actions to the organisation responsible for the development of the AMP. <p>6.4.3. Notwithstanding the above, the decision to implement a corrective action (or the decision to request from the NMAA the approval to implement a corrective action) remains the CAMO's prerogative and responsibility. In relation to paragraph 6.4.2(d) above, a decision not to implement a corrective action should be justified and documented.</p>	
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		<p>6.4.4. The arrangement between the organisation responsible for the development of the AMP and the contracted/tasked organisation should be specified in the contract/task.</p> <p>6.5. Reliability programme</p> <p>In preparing the reliability programme details, account should be taken of this paragraph. All associated procedures should be clearly defined.</p> <p>6.5.1. Objectives</p> <p>6.5.1.1. A statement should be included summarising as precisely as possible the scope and prime objectives of the reliability programme. As a minimum it should include the following:</p> <p>(a) to recognise the need for corrective action; and</p> <p>(b) to establish what corrective action is needed; and</p> <p>(c) to determine the effectiveness of that action.</p> <p>6.5.1.2. The extent of the objectives should be directly related to the scope of the reliability programme. Its scope could vary from a component defect monitoring system to an integrated maintenance management programme. The manufacturer's MPDs may give guidance on the objectives and should be consulted in every case.</p> <p>6.5.1.3. In case of a MSG-3 (or equivalent) based AMP, the reliability programme should provide a monitor that all MSG-3 (or equivalent) related tasks from the AMP are effective and their periodicity is adequate.</p> <p>6.5.2. Identification of items</p> <p>The items controlled by the reliability programme should be stated, eg by S1000D Chapters. Where some items, eg aircraft structure, engines, APU, are controlled by separate reliability programmes, eg ASIMP and ESIMP, the associated procedures, eg individual sampling or life development programmes, MTC holder structure sampling programmes) should be cross referenced in the reliability programme.</p> <p>6.5.3. Terms and definitions</p> <p>The significant terms and definitions applicable to the reliability programme should be clearly identified. Terms are already defined in MSG-3 (or equivalent) and other relevant documents.</p> <p>6.5.4. Performance standards</p>	<p>6.4.4. The arrangement between the organisation responsible for the development of the AMP and the contracted/tasked organisation should be specified in the contract/task.</p> <p>6.5. Reliability programme</p> <p>In preparing the reliability programme details, account should be taken of this paragraph. All associated procedures should be clearly defined.</p> <p>6.5.1. Objectives</p> <p>6.5.1.1. A statement should be included summarising as precisely as possible the scope and prime objectives of the reliability programme. As a minimum it should include the following:</p> <p>(a) to recognise the need for corrective action; and</p> <p>(b) to establish what corrective action is needed; and</p> <p>(c) to determine the effectiveness of that action.</p> <p>6.5.1.2. The extent of the objectives should be directly related to the scope of the reliability programme. Its scope could vary from a component defect monitoring system to an integrated maintenance management programme. The manufacturer's MPDs may give guidance on the objectives and should be consulted in every case.</p> <p>6.5.1.3. In case of a MSG-3 (or equivalent) based AMP, the reliability programme should provide a monitor that all MSG-3 (or equivalent) related tasks from the AMP are effective and their periodicity is adequate.</p> <p>6.5.2. Identification of items</p> <p>The items controlled by the reliability programme should be stated, eg by S1000D Chapters. Where some items, eg aircraft structure, engines, APU, are controlled by separate reliability programmes, eg Aircraft Structural Integrity Program (ASIP) and Propulsion System Integrity Program (PSIP), the associated procedures, eg individual sampling or life development programmes, MTC holder structure sampling programmes) should be cross referenced in the reliability programme.</p> <p>6.5.3. Terms and definitions</p> <p>The significant terms and definitions applicable to the reliability programme should be clearly identified. Terms are already defined in MSG-3 (or equivalent) and other relevant documents.</p> <p>6.5.4. Performance standards</p>	
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		<p>6.5.4.1. The reliability program should include a performance standard expressed in mathematical terms for each item covered by the program that defines the acceptable level of reliability for the item. The following are some of the commonly used performance standards:</p> <ul style="list-style-type: none"> a. premature removal rates for an item; b. confirmed failure rates for an item; c. in-flight shutdown rates for engine; d. flight delays or cancellation rates due to defect in, or failure of, an item; e. internal leakage rates for an item. <p>6.5.4.2. Upper and lower limits may be used to express performance standards. This represents a reliability band or range by which the reliability is interpreted.</p> <p>6.5.4.3. The program must describe the methods and data to be used for establishment of the performance standard.</p> <p>6.5.4.4. The performance standard must be responsive and sensitive to the level of reliability experienced. It must not be so high that even abnormal variations would not cause an alert, or so low that it is constantly exceeded in spite of corrective action measures.</p> <p>6.5.4.5. The performance standards must be based on the Operating Organisation's own operating experience with the exceptions mentioned in subsection 6.5.4.6. The period of experience will be dependent on fleet size and utilisation.</p> <p>6.5.4.6. If the Operating Organisation's operating experience of an aircraft type or model is non-existent or limited, performance standards may be based on one or more of the following as applicable:</p> <ul style="list-style-type: none"> a. the experience of other Operating Organisations of the same or a similar aircraft type or model; b. the Operating Organisation's own experience of a similar aircraft type or model; c. the performance of a similar product or system on another aircraft type or model; d. the expected in-service reliability values used in the design of the aircraft. <p>NOTE: For paragraph (d), the values are normally quoted in terms of mean time between unscheduled removals or mean time between failure, for both individual product and complete systems.</p>	<p>6.5.4.1. The reliability program should include a performance standard expressed in mathematical terms for each item covered by the program that defines the acceptable level of reliability for the item. The following are some of the commonly used performance standards:</p> <ul style="list-style-type: none"> a. premature removal rates for an item; b. confirmed failure rates for an item; c. in-flight shutdown rates for engine; d. flight delays or cancellation rates due to defect in, or failure of, an item; e. internal leakage rates for an item. <p>6.5.4.2. Upper and lower limits may be used to express performance standards. This represents a reliability band or range by which the reliability is interpreted.</p> <p>6.5.4.3. The program must describe the methods and data to be used for establishment of the performance standard.</p> <p>6.5.4.4. The performance standard must be responsive and sensitive to the level of reliability experienced. It must not be so high that even abnormal variations would not cause an alert, or so low that it is constantly exceeded in spite of corrective action measures.</p> <p>6.5.4.5. The performance standards must be based on the Operating Organisation's own operating experience with the exceptions mentioned in subsection 6.5.4.6. The period of experience will be dependent on fleet size and utilisation.</p> <p>6.5.4.6. If the Operating Organisation's operating experience of an aircraft type or model is non-existent or limited, performance standards may be based on one or more of the following as applicable:</p> <ul style="list-style-type: none"> a. the experience of other Operating Organisations of the same or a similar aircraft type or model; b. the Operating Organisation's own experience of a similar aircraft type or model; c. the performance of a similar product or system on another aircraft type or model; d. the expected in-service reliability values used in the design of the aircraft. <p>NOTE: For paragraph (d), the values are normally quoted in terms of mean time between unscheduled removals or mean time between failure, for both individual product and complete systems.</p>	
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		<p>6.5.4.7. The program must contain procedures for monitoring and reviewing performance standards at regular intervals to reflect the operating experience, product improvement and changes in procedures.</p> <p>6.5.4.8. The program must provide for the review of the performance standards set in accordance with subsection 6.5.4.6, after the Operating Organisation has gained sufficient operating experience.</p> <p>6.5.5. Performance Standards and Establishing Alert Levels</p> <p>6.5.5.1. Performance standards/alerts require engineering judgement for their application and typically apply to component monitoring, Pilot Reports, etc. A reliability alert level (or equivalent title, eg Performance Standard, Control Level, Reliability Index, Upper Limit, is purely an indicator, which when exceeded indicates that there has been an apparent deterioration in the normal behaviour pattern of the item with which it is associated. There are several recognised methods of calculating alert levels, any one of which may be used provided that the method chosen is fully defined in the CAME.</p> <p>6.5.5.2. Alert levels should, where possible, be based on the number of events, which have occurred during a representative period of safe operation of the aircraft fleet. They should be up-dated periodically to reflect operating experience, product improvement and changes in procedures etc.</p> <p>6.5.5.3. When establishing alert levels based on operating experience, the normal period of operation taken is between two and three years dependent on fleet size and utilisation. The alert levels should usually be so calculated as to be appropriate to events recorded in one-monthly or three-monthly periods of operation. Large fleets will generate sufficient information much sooner than small fleets.</p> <p>6.5.5.4. Where there is insufficient operating experience, or when a program for a new aircraft type is being established, the following approach may be used:</p> <p>(a) For a new aircraft type, during the first two years of operation, alert levels should be established in conjunction with the aircraft type certificate holder and Operating Organisations experience if appropriate and should be closely monitored for effectiveness during the induction period. Program data should still be accumulated for future use.</p> <p>(b) For an established aircraft type with a new Operating Organisation, the experience of other Operating Organisations may be utilised until the new Operating Organisation has accumulated a sufficient period of own</p>	<p>6.5.4.7. The program must contain procedures for monitoring and reviewing performance standards at regular intervals to reflect the operating experience, product improvement and changes in procedures.</p> <p>6.5.4.8. The program must provide for the review of the performance standards set in accordance with subsection 6.5.4.6, after the Operating Organisation has gained sufficient operating experience.</p> <p>▶◀</p>	
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		<p>experience. Alternatively, experience gained from operation of a similar aircraft model may be used.</p> <p>6.5.5.5. While setting alert levels for the latest aircraft designs, computed values based on the degree of system and component in-service expected reliability assumed in the design of the aircraft might also be used. These computed values are normally quoted in terms of Mean Time Between Unscheduled Removals or Mean Time Between Failure, for both individual components and complete systems. These initial predictions should be replaced when sufficient in-service experience has been accumulated.</p> <p>6.5.5.6. When an alert level is exceeded an assessment should be made to determine if corrective action should be taken. It is important to realise that alert levels are not minimum acceptable airworthiness levels. When alert levels are based on a representative period of safe operation (during which failures may well have occurred) they may be considered as a form of protection against erosion of the design aims of the aircraft in terms of system function availability. In the case of a system designed to a multiple redundancy philosophy it should not be misunderstood that, as redundancy exists, an increase in failure rate can always be tolerated without corrective action being taken.</p> <p>6.5.5.7. Alert levels can range from 0.00 failure rate per 1,000 hours both for important components, where failures in service have been extremely rare, and to perhaps as many as 70 Pilot Reports per 1,000 hours on a systems basis for ATA 100 Chapter 25 - Equipment/Furnishings, or for 20 removals of passenger entertainment units in a like period. For structural or significant non-routine findings from major checks, a non-statistical review may identify an alert condition.</p> <p>6.5.6. Recalculation of Alert Levels</p> <p>6.5.6.1. Both the method used for establishing an alert level, and the associated qualifying period, apply when the level is re-calculated to reflect current operating experience. However if, during the period between re-calculation of an alert level, a significant change in the reliability of an item is experienced which may be related to the introduction of a known action, eg modification, changes in maintenance or operating procedures, then the alert level applicable to the item should be re-assessed and revised on the data subsequent to the change.</p> <p>6.5.6.2. Procedures for changes in alert levels should be outlined in the approved reliability program and the procedures, periods and conditions for re-calculation should be defined in each program.</p> <p>6.5.7. Information sources and collection</p>	<p style="text-align: center;">▶ ◀</p> <p>6.5.5. Information sources and collection</p>	
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		<p>6.5.7.1. Sources of information should be listed and procedures for the transmission of information from the sources, together with the procedure for collecting and receiving it, should be detailed.</p> <p>6.5.7.2. The type of information to be collected should be related to the scope and objectives of the reliability programme and should be such that it enables both an overall broad based assessment of the information to be made and also allow for assessments to be made as to whether any reaction, both to trends and to individual events, is necessary. The following are examples of the normal prime sources:</p> <ul style="list-style-type: none"> (a) Pilots' reports. (b) Aircraft technical Logs. (c) Aircraft maintenance access terminal / On-board maintenance system readouts. (d) Maintenance worksheets. (e) Workshop reports. (f) Reports on functional checks. (g) Reports on Special Inspections. (h) Stores issues/reports. (i) Air Safety Reports. (j) Reports on technical delays and incidents. (k) Other sources: ETOPS, RVSM, CAT II/III (where applicable). <p>6.5.7.3. In addition to the normal prime sources of information, due account should be taken of continued airworthiness and safety information promulgated under DASR 21.</p> <p>6.5.8. Display of information.</p> <p>Collected information may be displayed graphically or in a tabular format or a combination of both. The rules governing any separation or discarding of information prior to incorporation into these formats should be stated. The format should be such that the identification of trends, specific highlights and related events would be readily apparent.</p> <p>6.5.8.1. The above display of information should include provisions for "nil returns" to aid the examination of the total information.</p>	<p>6.5.5.1. Sources of information should be listed and procedures for the transmission of information from the sources, together with the procedure for collecting and receiving it, should be detailed.</p> <p>6.5.5.2. The type of information to be collected should be related to the scope and objectives of the reliability programme and should be such that it enables both an overall broad based assessment of the information to be made and also allow for assessments to be made as to whether any reaction, both to trends and to individual events, is necessary. The following are examples of the normal prime sources:</p> <ul style="list-style-type: none"> (a) Pilots' reports. (b) Aircraft technical Logs. (c) Aircraft maintenance access terminal / On-board maintenance system readouts. (d) Maintenance worksheets. (e) Workshop reports. (f) Reports on functional checks. (g) Reports on Special Inspections. (h) Stores issues/reports. (i) Air Safety Reports. (j) Reports on technical delays and incidents. (k) Other sources: ETOPS, RVSM, CAT II/III (where applicable). <p>6.5.5.3. In addition to the normal prime sources of information, due account should be taken of continued airworthiness and safety information promulgated under DASR 21.</p> <p>6.5.6. Display of information.</p> <p>Collected information may be displayed graphically or in a tabular format or a combination of both. The rules governing any separation or discarding of information prior to incorporation into these formats should be stated. The format should be such that the identification of trends, specific highlights and related events would be readily apparent.</p> <p>6.5.6.1. The above display of information should include provisions for "nil returns" to aid the examination of the total information.</p>	
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		<p>6.5.8.2. Where “standards” or “alert levels” are included in the reliability programme, the display of information should be orientated accordingly.</p> <p>6.5.9. Examination, analysis and interpretation of the information.</p> <p>The method employed for examining, analysing and interpreting the reliability programme information should be explained.</p> <p>6.5.9.1. Examination.</p> <p>Methods of examination of information may be varied according to the content and quantity of information of individual reliability programmes. These can range from examination of the initial indication of performance variations to formalised detailed procedures at specific periods, and the methods should be fully described in the reliability programme documentation.</p> <p>6.5.9.2. Analysis and Interpretation.</p> <p>The procedures for analysis and interpretation of information should be such as to enable the performance of the items controlled by the reliability programme to be measured; they should also facilitate recognition, diagnosis and recording of significant problems. The whole process should be such as to enable a critical assessment to be made of the effectiveness of the reliability programme as a total activity. Such a process may involve:</p> <ul style="list-style-type: none"> (a) Comparisons of operational reliability with established or allocated standards (in the initial period these could be obtained from in-service experience of similar equipment or aircraft types). (b) Analysis and interpretation of trends. (c) The evaluation of repetitive defects. (d) Confidence testing of expected and achieved results. (e) Statistical analysis of reliability data. (f) Reliability predictions. (g) Other methods of assessment. <p>6.5.9.3. The range and depth of engineering analysis and interpretation should be related to the particular reliability programme and to the facilities available. The following, at least, should be taken into account:</p> <ul style="list-style-type: none"> (a) Flight defects and reductions in operational reliability. 	<p>6.5.6.2. Where “standards” or “alert levels” are included in the reliability programme, the display of information should be orientated accordingly.</p> <p>6.5.7. Examination, analysis and interpretation of the information.</p> <p>The method employed for examining, analysing and interpreting the reliability programme information should be explained.</p> <p>6.5.7.1. Examination.</p> <p>Methods of examination of information may be varied according to the content and quantity of information of individual reliability programmes. These can range from examination of the initial indication of performance variations to formalised detailed procedures at specific periods, and the methods should be fully described in the reliability programme documentation.</p> <p>6.5.7.2. Analysis and Interpretation.</p> <p>The procedures for analysis and interpretation of information should be such as to enable the performance of the items controlled by the reliability programme to be measured; they should also facilitate recognition, diagnosis and recording of significant problems. The whole process should be such as to enable a critical assessment to be made of the effectiveness of the reliability programme as a total activity. Such a process may involve:</p> <ul style="list-style-type: none"> (a) Comparisons of operational reliability with established or allocated standards (in the initial period these could be obtained from in-service experience of similar equipment or aircraft types). (b) Analysis and interpretation of trends. (c) The evaluation of repetitive defects. (d) Confidence testing of expected and achieved results. (e) Statistical analysis of reliability data. (f) Reliability predictions. (g) Other methods of assessment. <p>6.5.7.3. The range and depth of engineering analysis and interpretation should be related to the particular reliability programme and to the facilities available. The following, at least, should be taken into account:</p> <ul style="list-style-type: none"> (a) Flight defects and reductions in operational reliability. 	
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		<p>(b) Defects found during line maintenance and those found during base maintenance.</p> <p>(c) Deterioration observed during routine maintenance.</p> <p>(d) Workshop and overhaul facility findings.</p> <p>(e) Modification evaluations.</p> <p>(f) Sampling programmes.</p> <p>(g) The adequacy of maintenance equipment and publications.</p> <p>(h) The effectiveness of maintenance procedures.</p> <p>(i) Staff training.</p> <p>(j) Service Bulletins (or national equivalent), Technical Instructions, etc.</p> <p>6.5.9.4. Where there is reliance upon contracted/tasked maintenance and/or overhaul facilities as an information input to the reliability programme, the arrangements for availability and continuity of such information should be established and details should be included in the contract/tasking document.</p> <p>6.5.10. Corrective Actions.</p> <p>6.5.10.1. The procedures and time scales both for implementing corrective actions and for monitoring the effectiveness of corrective actions should be fully described. Corrective actions shall correct any reduction in reliability revealed by the reliability programme and could take the form of one or more of the following:</p> <p>(a) Changes to maintenance, operational procedures or techniques.</p> <p>(b) Maintenance changes involving inspection frequency and content, function checks, overhaul requirements and time limits, which will require amendment of the scheduled maintenance periods or tasks in the AMP. This may include the extension or reduction of task intervals, or the addition, modification or deletion of tasks.</p> <p>(c) Amendments to approved manuals, eg AMM, crew manual.</p> <p>(d) Initiation of modifications.</p> <p>(e) Special inspections or 'fleet campaigns'.</p> <p>(f) Spares provisioning.</p> <p>(g) Staff training.</p>	<p>(b) Defects found during line maintenance and those found during base maintenance.</p> <p>(c) Deterioration observed during routine maintenance.</p> <p>(d) Workshop and overhaul facility findings.</p> <p>(e) Modification evaluations.</p> <p>(f) Sampling programmes.</p> <p>(g) The adequacy of maintenance equipment and publications.</p> <p>(h) The effectiveness of maintenance procedures.</p> <p>(i) Staff training.</p> <p>(j) Service Bulletins (or national equivalent), Technical Instructions, etc.</p> <p>6.5.7.4. Where there is reliance upon contracted/tasked maintenance and/or overhaul facilities as an information input to the reliability programme, the arrangements for availability and continuity of such information should be established and details should be included in the contract/tasking document.</p> <p>6.5.8. Corrective Actions.</p> <p>6.5.8.1. The procedures and time scales both for implementing corrective actions and for monitoring the effectiveness of corrective actions should be fully described. Corrective actions shall correct any reduction in reliability revealed by the reliability programme and could take the form of one or more of the following:</p> <p>(a) Changes to maintenance, operational procedures or techniques.</p> <p>(b) Maintenance changes involving inspection frequency and content, function checks, overhaul requirements and time limits, which will require amendment of the scheduled maintenance periods or tasks in the AMP. This may include the extension or reduction of task intervals, or the addition, modification or deletion of tasks.</p> <p>(c) Amendments to approved manuals, eg AMM, crew manual.</p> <p>(d) Initiation of modifications.</p> <p>(e) Special inspections or 'fleet campaigns'.</p> <p>(f) Spares provisioning.</p> <p>(g) Staff training.</p>	
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		<p>(h) Manpower and equipment planning.</p> <p>NOTE: Some of the above corrective actions may need the NMAA's approval before implementation.</p> <p>6.5.10.2. The procedures for making changes to the AMP should be described. The associated documentation should include a planned completion date for each corrective action, where applicable.</p> <p>6.5.11. Organisational Responsibilities.</p> <p>The organisational structure and the department responsible for the administration of the reliability programme should be stated. The chains of responsibility for individuals and departments (Engineering, Production, Quality, Operations etc.) in respect of the reliability programme, together with the information and functions of any reliability programme control committees (reliability group), should be defined. Participation of the NMAA should be stated.</p> <p>6.5.12. Presentation of information to the NMAA.</p> <p>The following information should be submitted to the NMAA for approval as part of the reliability programme:</p> <p>(a) The format and content of routine reports.</p> <p>(b) The time scales for the production of reports together with their distribution.</p> <p>(c) The format and content of reports supporting requests for increases in periods between maintenance (extension) and for amendments to the AMP. These reports should contain sufficient detailed information to enable the NMAA to make its own evaluation where necessary.</p> <p>6.5.13. Evaluation and review</p> <p>Each reliability programme should describe the procedures and individual responsibilities in respect of continuous monitoring of the effectiveness of the AMP as a whole. The time periods and the procedures for both routine and non-routine reviews of maintenance control should be detailed (progressive, monthly, quarterly, or annual reviews, procedures following reliability "standards" or "alert levels" being exceeded, etc.).</p> <p>6.5.13.1. Each reliability programme should contain procedures for monitoring and, as necessary, revising the reliability "standards" or "alert levels". The organisational responsibilities for monitoring and revising the "standards" should be specified together with associated time scales.</p>	<p>(h) Manpower and equipment planning.</p> <p>NOTE: Some of the above corrective actions may need the NMAA's approval before implementation.</p> <p>6.5.8.2. The procedures for making changes to the AMP should be described. The associated documentation should include a planned completion date for each corrective action, where applicable.</p> <p>6.5.9. Organisational Responsibilities.</p> <p>The organisational structure and the department responsible for the administration of the reliability programme should be stated. The chains of responsibility for individuals and departments (Engineering, Production, Quality, Operations etc.) in respect of the reliability programme, together with the information and functions of any reliability programme control committees (reliability group), should be defined. Participation of the NMAA should be stated.</p> <p>6.5.10. Presentation of information to the NMAA.</p> <p>The following information should be submitted to the NMAA for approval as part of the reliability programme:</p> <p>(a) The format and content of routine reports.</p> <p>(b) The time scales for the production of reports together with their distribution.</p> <p>(c) The format and content of reports supporting requests for increases in periods between maintenance (extension) and for amendments to the AMP. These reports should contain sufficient detailed information to enable the NMAA to make its own evaluation where necessary.</p> <p>6.5.11. Evaluation and review</p> <p>Each reliability programme should describe the procedures and individual responsibilities in respect of continuous monitoring of the effectiveness of the AMP as a whole. The time periods and the procedures for both routine and non-routine reviews of maintenance control should be detailed (progressive, monthly, quarterly, or annual reviews, procedures following reliability "standards" or "alert levels" being exceeded, etc.).</p> <p>6.5.11.1. Each reliability programme should contain procedures for monitoring and, as necessary, revising the reliability "standards" or "alert levels". The organisational responsibilities for monitoring and revising the "standards" should be specified together with associated time scales.</p>	
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		<p>6.5.13.2. Although not exclusive, the following list gives guidance on the criteria to be taken into account during the review.</p> <ul style="list-style-type: none"> (a) Utilisation (high/low/operational environment). (b) Fleet commonality. (c) Alert Level adjustment criteria. (d) Adequacy of data. (e) Reliability procedure audit. (f) Staff training. (g) Operational and maintenance procedures. (h) Changes to configuration, role or operating environment. <p>6.5.14. Approval of AMP amendments</p> <p>The NMAA may authorise the organisation responsible for the development and control of the AMP to implement changes to the AMP arising from the reliability programme results prior to their formal approval by the NMAA, when it is satisfied that;</p> <ul style="list-style-type: none"> (a) the reliability programme monitors the content of the AMP in a comprehensive manner; and (b) the procedures associated with the functioning of the "Reliability Group" provide the assurance that appropriate control is exercised over the internal validation of such changes. <p>6.6. Pooling Arrangements</p> <p>6.6.1. In some cases, in order that sufficient data may be analysed it may be desirable to 'pool' data: ie collate data from a number of Operating Organisations of the same type of aircraft. For the analysis to be valid, the aircraft concerned, mode of operation, and maintenance procedures applied should be substantially the same: variations in utilisation between two Operating Organisations may, more than anything, fundamentally corrupt the analysis. Although not exhaustive, the following list gives guidance on the primary factors which need to be taken into account.</p> <ul style="list-style-type: none"> (a) Certification factors, such as: aircraft MTC data sheet compliance (variant)/modification status, including SB (or national equivalent) compliance. (b) Operational Factors, such as: operational environment/utilisation, eg low/high/operational environment, respective fleet size operating rules 	<p>6.5.11.2. Although not exclusive, the following list gives guidance on the criteria to be taken into account during the review.</p> <ul style="list-style-type: none"> (a) Utilisation (high/low/operational environment). (b) Fleet commonality. (c) Alert Level adjustment criteria. (d) Adequacy of data. (e) Reliability procedure audit. (f) Staff training. (g) Operational and maintenance procedures. <p style="text-align: center;">▶◀</p> <p>6.5.12. Approval of AMP amendments</p> <p>The NMAA may authorise the organisation responsible for the development and control of the AMP to implement changes to the AMP arising from the reliability programme results prior to their formal approval by the NMAA, when it is satisfied that;</p> <ul style="list-style-type: none"> (a) the reliability programme monitors the content of the AMP in a comprehensive manner; and (b) the procedures associated with the functioning of the "Reliability Group" provide the assurance that appropriate control is exercised over the internal validation of such changes. <p>6.6. Pooling Arrangements</p> <p>6.6.1. In some cases, in order that sufficient data may be analysed it may be desirable to 'pool' data: ie collate data from a number of Operating Organisations of the same type of aircraft. For the analysis to be valid, the aircraft concerned, mode of operation, and maintenance procedures applied should be substantially the same: variations in utilisation between two Operating Organisations may, more than anything, fundamentally corrupt the analysis. Although not exhaustive, the following list gives guidance on the primary factors which need to be taken into account.</p> <ul style="list-style-type: none"> (a) Certification factors, such as: aircraft MTC data sheet compliance (variant)/modification status, including SB (or national equivalent) compliance. (b) Operational Factors, such as: operational environment/utilisation, eg low/high/operational environment, respective fleet size operating rules 	
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		<p>applicable, eg ETOPS/RVSM/All Weather, operating procedures/MEL/CDL and MEL/CDL utilisation.</p> <p>(c) Maintenance factors, such as: aircraft age maintenance procedures; maintenance standards applicable; lubrication procedures and lubrication programme; MPD revision or extensions applied or AMP applicable.</p> <p>6.6.2. Although it may not be necessary for all of the above to be completely common, it is necessary for a substantial amount of commonality to exist. The decision on whether pooling data is appropriate should be taken by the NMAA on a case by case basis.</p> <p>6.6.3. In case of a short term lease agreement (less than 6 month) more flexibility against the paragraph 6.6.1 criteria may be granted by the NMAA, so as to allow the Operating Organisation to operate the aircraft under the same programme during the lease agreement effectivity.</p> <p>6.6.4. Changes by any one of the Operating Organisations to the paragraph 6.6.1 factors will require re-assessment in order to determine whether or not the pooling benefits can be maintained. Where an organisation responsible for the development and control of an AMP wishes to pool data in this way, the approval of the NMAA should be sought prior to any formal agreement being signed between the pooling organisations.</p> <p>6.6.5. Paragraph 6.6 is intended to address the pooling of data directly between Operating Organisations. It is also acceptable that the organisation responsible for the production and control of an AMP participates in a reliability programme managed by the MTC holder, when the NMAA is satisfied that the MTC holder manages a reliability programme which complies with the intent of this paragraph.</p>	<p>applicable, eg ETOPS/RVSM/All Weather, operating procedures/MEL/CDL and MEL/CDL utilisation.</p> <p>(c) Maintenance factors, such as: aircraft age maintenance procedures; maintenance standards applicable; lubrication procedures and lubrication programme; MPD revision or extensions applied or AMP applicable.</p> <p>6.6.2. Although it may not be necessary for all of the above to be completely common, it is necessary for a substantial amount of commonality to exist. The decision on whether pooling data is appropriate should be taken by the NMAA on a case by case basis.</p> <p>6.6.3. In case of a short term lease agreement (less than 6 month) more flexibility against the paragraph 6.6.1 criteria may be granted by the NMAA, so as to allow the Operating Organisation to operate the aircraft under the same programme during the lease agreement effectivity.</p> <p>6.6.4. Changes by any one of the Operating Organisations to the paragraph 6.6.1 factors will require re-assessment in order to determine whether or not the pooling benefits can be maintained. Where an organisation responsible for the development and control of an AMP wishes to pool data in this way, the approval of the NMAA should be sought prior to any formal agreement being signed between the pooling organisations.</p> <p>6.6.5. Paragraph 6.6 is intended to address the pooling of data directly between Operating Organisations. It is also acceptable that the organisation responsible for the production and control of an AMP participates in a reliability programme managed by the MTC holder, when the NMAA is satisfied that the MTC holder manages a reliability programme which complies with the intent of this paragraph.</p>	
GM to M.A.305(c)		<p>GM M.A.305(c) Aircraft continuing airworthiness record system (AUS)</p> <p>For clarification 'other airworthiness data as required by the MAA' includes other usage parameters that may be required to be captured to support continuing airworthiness, eg strain data, G exceedances, full stop landings versus touch and go. A list of airworthiness data required by the MAA can be found in the Aircraft Structural Integrity Management Plan (ASIMP) and Engine Structural Integrity Management Plans (ESIMP) for each Defence platform.</p>	<p>GM M.A.305(c) Aircraft continuing airworthiness record system (AUS)</p> <p>► Collection of operational usage data by the CAMO is also required to support MTC holder obligations regarding periodic monitoring and assessment to ensure the continued integrity of the aircraft structure and propulsion system (see DASR 21.A.44(c)). The MTC holder should define the data required for these purposes. ◀</p>	
AMC to M.A.305(h)(2)		<p>AMC M.A.305(h)(2) Aircraft continuing airworthiness record system (AUS)</p> <p>The system to generate/keep records for military Aircraft Structural and Propulsions Systems Integrity life consumption units, eg Fatigue Life Expended Index, Equivalent Flight Hours, Engine Cycles and Life Usage Indices. are often very complex and typically require complementary systems to</p>	<p>►◀</p>	



			calculate and manage records of aircraft/propulsion system structural life consumption. These systems are to be verified and validated as specified in the Airworthiness Design Requirements Manual (ADRM) . Details of the system should be documented in the approved Aircraft Structural and Propulsions Systems Integrity Management Plan for the weapon system of interest.		
AMC1 to M.A.305(d)(4)			Nil	AMC1 M.A.305(d)(4) Aircraft continuing airworthiness record system (AUS) The system and methods required to track the status of structural and propulsion system life limited critical parts (i.e. those subject to Airworthiness Limitations) for military aircraft (e.g. Fatigue Life Expended Index, Equivalent Flight Hours, Engine Cycles and Life Usage Indices) are typically more complex than those for required for civil aircraft. The continuing airworthiness records system should contain all the data required to ensure components do not exceed the underlying basis of the Airworthiness Limitation interval. The MTC holder should provide any relevant technical requirements to track the status of life limited components. The systems to calculate and manage structural and propulsion system life consumption should typically be implemented through the relevant platform Aircraft Structural Integrity Program (ASIP) and Propulsion System Integrity Program (PSIP).	
AMC to M.A.801(h)			AMC M.A.801(h) Aircraft certificate of release to service (AUS) 1. 'Endanger flight safety' means any instance where safe operation could not be assured or which could lead to an unsafe condition. It typically includes, but is not limited to, significant cracking, deformation, corrosion or failure of primary structure, any evidence of burning (including overheating), electrical arcing, significant hydraulic fluid or fuel leakage and any emergency system or total system failure. An airworthiness directive overdue for compliance is also considered a hazard to flight safety. 2. For Aircraft Structural and Propulsion Systems Integrity, unless you have pre-approved data from a DASR 21J approved military design organisation, or equivalent (including pre-approved repairs in the Structural Repair manual, Service Bulletins, Airworthiness Directives, etc.), you should assume that any structural non-compliance to Critical Structure, Primary Structure or Principle Structural Elements (PSE), could 'endanger flight safety'. Definition of what constitutes Critical Aircraft Structure may be found in the weapon system approved Aircraft Structural Integrity Management Plan (ASIMP), while Critical Propulsion System Parts may be found in the DASR GM 21.A.41—Type-certificate and restricted type-certificate	AMC M.A.801(h) Aircraft certificate of release to service (AUS) 1. 'Endanger flight safety' means any instance where safe operation could not be assured or which could lead to an unsafe condition. It typically includes, but is not limited to, significant cracking, deformation, corrosion or failure of primary structure, any evidence of burning (including overheating), electrical arcing, significant hydraulic fluid or fuel leakage and any emergency system or total system failure. An airworthiness directive overdue for compliance is also considered a hazard to flight safety. ▶◀	
M.A.201	DCP 2020 - 016	Minor	M.A.201 Responsibilities	M.A.201 Responsibilities	Since DASR was introduced in September 2016, the understanding of the regulatory principles has



		<p>(a) The Operating Organisation is accountable for the continuing airworthiness of an aircraft and shall ensure that no flight takes place unless: ▶ GM1 ▶ GM2 ▶ GM3</p> <ol style="list-style-type: none"> 1. the aircraft is maintained in an airworthy condition; and 2. any operational and emergency equipment fitted is correctly installed and serviceable or clearly identified as unserviceable; and ▶ GM 3. the Military Certificate of Airworthiness and the Military Airworthiness Review Certificate (MARC) remain valid; and 4. the maintenance of the aircraft is performed in accordance with the Aircraft Maintenance Programme (AMP) as specified in DASR M.A.302. <p>NOTE: For individual aircraft or types for which a Military Certificate of Airworthiness or Military Restricted Certificate of Airworthiness is not appropriate, a Military Permit to Fly may be issued in accordance with national regulations.</p> <p>(b) NOT APPLICABLE.</p> <p>(c) Any organisation performing maintenance shall be responsible for the tasks performed.</p> <p>(d) The Operating Organisation shall be responsible for the satisfactory accomplishment of the pre-flight inspection. This inspection must be carried out by a qualified person but need not be carried out by a DASR 145 Approved Maintenance Organisation (AMO). ▶ AMC</p> <p>(e) NOT APPLICABLE.</p> <p>(f) NOT APPLICABLE.</p> <p>(g) Maintenance of military aircraft, and components thereof shall be carried out by a DASR 145 AMO, or another maintenance organisation accepted by the NMAA. ▶ AMC ▶ GM</p> <p>(h) The Operating Organisation is responsible for the continuing airworthiness of the aircraft it operates and shall: ▶ AMC</p> <ol style="list-style-type: none"> 1. be appropriately approved, in accordance with DASR M Subpart G, the management of the continuing airworthiness of the aircraft it operates; and ▶ AMC 2. be approved in accordance with DASR145 or contract/task directly (or through a Continuing Airworthiness Management Organisation (CAMO)) such organisations; and ▶ GM 3. ensure that paragraph (a) is satisfied. 	<p>(a) The Operating Organisation is accountable for the continuing airworthiness of an aircraft and shall ensure that no flight takes place unless: ▶ GM1 ▶ GM2 ▶ GM3</p> <ol style="list-style-type: none"> 1. the aircraft is maintained in an airworthy condition; and 2. any operational and emergency equipment fitted is correctly installed and serviceable or clearly identified as unserviceable; and ▶ GM 3. the Military Certificate of Airworthiness and the Military Airworthiness Review Certificate (MARC) remain valid; and 4. the maintenance of the aircraft is performed in accordance with the Aircraft Maintenance Programme (AMP) as specified in DASR M.A.302. <p>NOTE: For individual aircraft or types for which a Military Certificate of Airworthiness or Military Restricted Certificate of Airworthiness is not appropriate, a Military Permit to Fly may be issued in accordance with national regulations.</p> <p>(b) NOT APPLICABLE.</p> <p>(c) Any organisation performing maintenance shall be responsible for the tasks performed.</p> <p>(d) The Operating Organisation shall be responsible for the satisfactory accomplishment of the pre-flight inspection. This inspection must be carried out by a qualified person but need not be carried out by a DASR 145 Approved Maintenance Organisation (AMO). ▶ AMC</p> <p>(e) NOT APPLICABLE.</p> <p>(f) NOT APPLICABLE.</p> <p>(g) Maintenance of military aircraft, and components thereof shall be carried out by a DASR 145 AMO, or another maintenance organisation accepted by ▶DASA◀. ▶ AMC ▶ GM</p> <p>(h) The Operating Organisation is responsible for the continuing airworthiness of the aircraft it operates and shall: ▶ AMC</p> <ol style="list-style-type: none"> 1. be appropriately approved, in accordance with DASR M Subpart G, the management of the continuing airworthiness of the aircraft it operates; and ▶ AMC 2. be approved in accordance with DASR145 or contract/task directly (or through a Continuing Airworthiness Management Organisation (CAMO)) such organisations; and ▶ GM 3. ensure that paragraph (a) is satisfied. 	<p>significantly matured. A review of DASR green text was undertaken to verify whether the current green text provided clarity to DASR. The result of the review determined that some green text should be amended or removed to improve clarity and readability of DASR.</p> <p>The benefits of the changes will:</p> <ul style="list-style-type: none"> - Simplify DASR M by amending and/or deleting green text that does not provide additional information or clarity to the associated regulatory text. - Improve alignment of DASR M to EMAR M. <p>This amendment of DASR M does not change the intent of the regulation or the compliance requirements.</p>
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			(i) NOT APPLICABLE (j) The Operating Organisation is responsible for granting the National Military Airworthiness Authority (NMAA) access to the organisation/aircraft to determine continued compliance with this DASR. By derogation to paragraph (h)1, an Operating Organisation may contract/task an organisation approved in accordance with DASR M.A. Subpart G, for the management of the continuing airworthiness of the aircraft it operates. In this case, a written contract/arrangement shall be made and the CAMO assumes responsibility for the proper accomplishment of these tasks. ▶ AMC ▶ GM	(i) NOT APPLICABLE (j) The Operating Organisation is responsible for granting the National Military Airworthiness Authority (NMAA) access to the organisation/aircraft to determine continued compliance with this DASR. By derogation to paragraph (h)1, an Operating Organisation may contract/task an organisation approved in accordance with DASR M.A. Subpart G, for the management of the continuing airworthiness of the aircraft it operates. In this case, a written contract/arrangement shall be made and the CAMO assumes responsibility for the proper accomplishment of these tasks. ▶ AMC ▶ GM	
GM to M.A.201(a)(2)			GM M.A.201(a)(2) Responsibilities (AUS) 'Operational and emergency equipment' is also referred to as role equipment. Role equipment requirements are detailed in DASR ORO.75(a) .	▶ ◀	
AMC to M.A.201(d)			AMC M.A.201(d) Responsibilities 'Qualified person' in this context means an individual who has received appropriate training for the relevant pre-flight inspection tasks to a standard as described in DASR AMC M.A.301(a)(1) subparagraph 3. This is inclusive of the type qualified pilot. Non-pilot aircrew are able to perform the pre-flight inspection subject to a qualification process. The training standard and qualification process for personnel performing the pre-flight inspection should be described in the CAME.	AMC M.A.201(d) Responsibilities 'Qualified person' in this context means an individual who has received appropriate training for the relevant pre-flight inspection tasks to a standard as described in DASR AMC M.A.301(a)(1) subparagraph 3. ▶ ◀	
AMC to M.A.201(g)			AMC M.A.201(g) Responsibilities (AUS) A maintenance organisation is accepted by the NMAA if the organisation is oversighted by a recognised airworthiness authority and: (a) the maintenance is certified within a regulatory system equivalent to DASR. Prior to accessing the services of an organisation through Recognition, the consumer must ensure the organisation's suitability in accordance with the Recognition scope, conditions and caveats. The details of this requirement are included in the annexes to the relevant airworthiness authority Recognition certificate, available on the DASA Recognition web page. Or (b) the maintenance is certified within a regulatory system alternate to DASR. Prior to accessing the services of an organisation through Recognition, the consumer must ensure the organisation's suitability in accordance with the Recognition scope, conditions and caveats. The details of this requirement are included in the annexes to the relevant airworthiness authority Recognition certificate, available on the DASA Recognition web page.	AMC M.A.201(g) Responsibilities (AUS) 1. A maintenance organisation is accepted by ▶ DASA ◀ if ▶ ◀: (a) the ▶ the organisation is oversighted by a recognised airworthiness authority; and ◀ ▶ ◀ (b) ▶ prior to accessing the services of an organisation through Recognition, the consumer ensures the organisation's suitability in accordance with the scope, conditions and caveats set out in the applicable Recognition certificate (see DASA Recognition web page). ◀	



			<p>Or</p> <p>(c) the maintenance is certified using an alternate artefact accepted by DASA. In cases where a maintenance organisation is unable to provide the required artefact to an ADF consumer under existing oversight arrangements, the NMAA may agree that the CAMO can consume an alternate artefact where the CAMO can demonstrate, to the satisfaction of the NMAA, that:</p> <ol style="list-style-type: none"> 1. It is not feasible for the maintenance organisation to become a DASA 145 maintenance organisation; 2. The maintenance organisation is unable to carry out maintenance under an existing DASA 145 organisation approval using the sub-contractor provisions of DASA 145.A.75—Privileges of the organisation; 3. The maintenance is carried out, and the alternate artefact is issued, through the same processes by which the organisation provides a similar service under the oversight of a recognised airworthiness authority; 4. The organisation is a suitable provider of the required service; and 5. Appropriate controls are in place to ensure safety. 	<p>▶◀</p> <p>2. ▶ In cases where a maintenance organisation is unable to provide the required artefact to an ADF consumer under existing oversight arrangements, DASA may agree that the CAMO can consume an alternate artefact where the CAMO can demonstrate to the satisfaction of DASA that: ◀</p> <ol style="list-style-type: none"> a. ▶◀ It is not feasible for the maintenance organisation to become a DASA 145 maintenance organisation; b. ▶◀ The maintenance organisation is unable to carry out maintenance under an existing DASA 145 organisation approval using the sub-contractor provisions of DASA 145.A.75—Privileges of the organisation; c. ▶◀ The maintenance is carried out, and the alternate artefact is issued, through the same processes by which the organisation provides a similar service under the oversight of a recognised airworthiness authority; d. ▶◀ The organisation is a suitable provider of the required service; and e. ▶◀ Appropriate controls are in place to ensure safety. 	
<p>GM to M.A.201(g)</p>			<p>GM M.A.201(g) - Alternate artefact</p> <p>Alternate artefact (see AMC paragraph c) will only be applicable for organisations outside AUS.</p>	<p>▶◀</p>	
<p>AMC to M.A.201(h)</p>			<p>AMC M.A.201(h) Responsibilities</p> <ol style="list-style-type: none"> 1. Reference to aircraft includes the components fitted to or intended to be fitted to the aircraft. 2. The performance of ground de-icing and anti-icing activities does not require a maintenance organisation approval. Nevertheless, inspections required to detect, and when necessary eliminate de-icing and/or anti-icing fluid residues are considered maintenance. Such inspections should only be carried out by suitably authorised personnel. 3. The requirement means that the CAMO is responsible for determining what maintenance is required, when it has to be performed and by whom and to what standard, in order to ensure the continuing airworthiness of the aircraft being operated. 4. The CAMO should therefore have adequate knowledge of the design status (type design data, variance in certification basis, service bulletins issued by other relevant MAAs, Airworthiness Directives (AD), airworthiness limitations from the certification programme, ICA airworthiness limitations, eg as described in CS-25 Book 1, Appendix H, paragraph H25.1, fuel tank system 	<p>AMC M.A.201(h) Responsibilities</p> <ol style="list-style-type: none"> 1. Reference to aircraft includes the components fitted to or intended to be fitted to the aircraft. 2. The performance of ground de-icing and anti-icing activities does not require a maintenance organisation approval. Nevertheless, inspections required to detect, and when necessary eliminate de-icing and/or anti-icing fluid residues are considered maintenance. Such inspections should only be carried out by suitably authorised personnel. 3. The requirement means that the CAMO is responsible for determining what maintenance is required, when it has to be performed and by whom and to what standard, in order to ensure the continuing airworthiness of the aircraft being operated. 4. The CAMO should therefore have adequate knowledge of the design status (type design data, ▶◀ Airworthiness Directives (AD), airworthiness limitations from the certification programme, ▶◀ fuel tank system airworthiness limitations including Critical Design Configuration Control Limitations (CDCCL), modifications, 	



			<p>airworthiness limitations including Critical Design Configuration Control Limitations (CDCCL), modifications, repairs, operational equipment and, required and performed maintenance). The Status of aircraft design and maintenance should be adequately documented to support the performance of the quality system.</p> <p>5. The CAMO should ensure adequate co-ordination between flight operations and maintenance to ensure that both will receive all information on the condition of the aircraft necessary to enable both to perform their tasks.</p> <p>6. The requirement does not mean that an Operating Organisation itself performs the maintenance (this is to be done by an DASR 145 Approved Maintenance Organisation (AMO)) but that the Operating Organisation carries the responsibility for the airworthy condition of aircraft it operates and thus should be satisfied before the intended flight that all required maintenance has been properly carried out.</p> <p>7. When an Operating Organisation is not appropriately approved in accordance with DASR 145, the CAMO should provide a clear work order to the DASR 145 AMO. The fact that an Operating Organisation has contracted / tasked an DASR 145 AMO should not prevent it (or the organisation it contracts / tasks to manage the continuing airworthiness of the aircraft it operates) from checking at the maintenance facilities on any aspect of the tasked work if it wishes to do so to satisfy its responsibility for the airworthiness of the aircraft.</p>	<p>repairs, operational equipment and, required and performed maintenance). ▶ ◀</p> <p>5. The CAMO should ensure adequate co-ordination between flight operations and maintenance to ensure that both will receive all information on the condition of the aircraft necessary to enable both to perform their tasks.</p> <p>6. The requirement does not mean that an Operating Organisation itself performs the maintenance (this is to be done by an DASR 145 Approved Maintenance Organisation (AMO)) but that the Operating Organisation carries the responsibility for the airworthy condition of aircraft it operates and thus should be satisfied before the intended flight that all required maintenance has been properly carried out.</p> <p>7. When an Operating Organisation is not appropriately approved in accordance with DASR 145, the CAMO should provide a clear work order to the DASR 145 AMO. The fact that an Operating Organisation has contracted / tasked an DASR 145 AMO should not prevent it (or the organisation it contracts / tasks to manage the continuing airworthiness of the aircraft it operates) from checking at the maintenance facilities on any aspect of the tasked work if it wishes to do so to satisfy its responsibility for the airworthiness of the aircraft.</p>	
<p>AMC to M.A.201(h)(1)</p>			<p>AMC M.A.201(h)(1) Responsibilities</p> <p>1. An Operating Organisation only needs to be approved for the management of the continuing airworthiness of the aircraft listed on its MAOC. The approval to carry out airworthiness reviews is optional.</p> <p>2. When the Operating Organisation itself is approved in accordance with DASR M.A. Subpart G, the approval does not prevent the Operating Organisation contracting/tasking certain continuing airworthiness management tasks to competent organisations. This activity is considered as an integral element of the Operating Organisation's DASR M.A. Subpart G approval. The regulatory monitoring is exercised through the Operating Organisation's DASR M.A. Subpart G approval. The continuing airworthiness elements of the contracts/tasking documents should be acceptable to the National Military Airworthiness Authority (NMAA).</p> <p>3. The accomplishment of continuing airworthiness activities forms an important part of the Operating Organisation's responsibility with the Operating Organisation remaining accountable for satisfactory</p>	<p>AMC M.A.201(h)(1) Responsibilities</p> <p>1. ▶ NOT APPLICABLE ◀.</p> <p>2. When the Operating Organisation itself is approved in accordance with DASR M.A. Subpart G, the approval does not prevent the Operating Organisation contracting/tasking certain continuing airworthiness management tasks to competent organisations. This activity is considered as an integral element of the Operating Organisation's DASR M.A. Subpart G approval. The regulatory monitoring is exercised through the Operating Organisation's DASR M.A. Subpart G approval. The continuing airworthiness elements of the contracts/tasking documents should be acceptable to the National Military Airworthiness Authority (NMAA).</p> <p>3. The accomplishment of continuing airworthiness activities forms an important part of the Operating Organisation's responsibility with the Operating Organisation remaining accountable for satisfactory</p>	



		<p>completion irrespective of any contract/tasking that may be established.</p> <p>4. DASR M.A.711(a)(3)(i) contains provisions to contract/task an organisation to perform continuing airworthiness management tasks on behalf of the CAMO. The contracted/tasked organisation is considered to perform the continuing airworthiness management tasks as an integral part of the Operating Organisation's continuing airworthiness management system hence is required to work under the quality system of the CAMO. DASR M.A.711(a)(3)(ii) contains provisions for continuing airworthiness management tasks to be contracted/tasked to an organisation working under their own DASR M.A Subpart G approval. In this situation the contracted/tasked CAMO is not required to work under the quality system of the contracting/tasking CAMO. In either case, the contracting/tasking CAMO retains the responsibility for all CAMO functions irrespective of who is undertaking them. DASR M.A.201(k) contains provisions for the Operating Organisation to contract/task a DASR M.A. Subpart G approved organisation for the management of the continuing airworthiness of the aircraft it operates. In this case the contracted/tasked CAMO assumes the responsibility for all CAMO functions.</p> <p>5. The Operating Organisation is ultimately responsible and therefore accountable for the airworthiness of its aircraft. To exercise this responsibility the Operating Organisation should be satisfied that the actions taken by contracted/tasked organisations meet the standards required by DASR M.A. Subpart G. The Operating Organisation's management of such activities should therefore be accomplished by:</p> <ul style="list-style-type: none"> a. active control through direct involvement; and/or b. endorsing the recommendations made by the contracted/tasked organisation. <p>6. In order for the Operating Organisation to retain ultimate responsibility, the CAMO should limit contracted/tasked activities to those specified below:</p> <ul style="list-style-type: none"> a. Airworthiness Directive analysis and planning; b. Service Bulletin analysis; c. planning of maintenance; d. reliability monitoring, engine health monitoring and other forms of health monitoring as agreed by the NMAA; e. AMP development and amendments; 	<p>completion irrespective of any contract/tasking that may be established.</p> <p>4. ▶ NOT APPLICABLE ◀.</p> <p>5. The Operating Organisation is ultimately responsible and therefore accountable for the airworthiness of its aircraft. To exercise this responsibility the Operating Organisation should be satisfied that the actions taken by contracted/tasked organisations meet the standards required by DASR M.A. Subpart G. The Operating Organisation's management of such activities should therefore be accomplished by:</p> <ul style="list-style-type: none"> a. active control through direct involvement; and/or b. endorsing the recommendations made by the contracted/tasked organisation. <p>6. In order for the Operating Organisation to retain ultimate responsibility, the CAMO should limit contracted/tasked activities to those specified below:</p> <ul style="list-style-type: none"> a. Airworthiness Directive analysis and planning; b. Service Bulletin analysis; c. planning of maintenance; d. reliability monitoring, engine health monitoring and other forms of health monitoring as agreed by the NMAA; e. AMP development and amendments; 	
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			<p>f. any other activities which do not limit the Operating Organisation's responsibilities as agreed by the NMAA.</p> <p>7. The Operating Organisation's management controls associated with contracted/tasked continuing airworthiness management activities should be reflected in the associated written contract/tasking and be in accordance with the Operating Organisation's policy and procedures defined in their Continuing Airworthiness Management Exposition (CAME). When such tasks are contracted/tasked the Operating Organisation's continuing airworthiness management system is considered to be extended to the contracted/tasked organisation unless the contracted/tasked organisation is working under their own CAMO approval per DASR M.A.711(a)3.ii.</p> <p>8. With the exception of engines and auxiliary power units, contracts/tasking should normally be limited to one organisation per aircraft type for any combination of the activities described in Appendix II to DASR AMC M.A.201(h)1. Where arrangements are made with more than one organisation the Operating Organisation should demonstrate that adequate co-ordination controls are in place and that the individual responsibilities are clearly defined in related contracts/tasking.</p> <p>9. Contracts/taskings should not authorise the contracted/tasked organisation to further contract/task to other organisations elements of the continuing airworthiness management tasks. To clarify in ADF context, when CASG are contracting a through life support (TLS) provider, CASG are acting as a contracting arm of the Operating Organisation.</p> <p>10. The CAMO should ensure that any findings arising from the NMAA monitoring of the contracted/tasked continuing airworthiness management activities will be closed to the satisfaction of the NMAA. This provision should be included in the contract/tasking.</p> <p>11. The contracted/tasked organisation should agree to notify the CAMO of any changes affecting the contract/tasking as soon as practicable. The CAMO should then inform the NMAA. Failure to do so may invalidate the NMAA acceptance of the continuing airworthiness management elements of the contract.</p> <p>12. Appendix II to DASR AMC M.A.201(h)1 provides information on the contracting/tasking of continuing airworthiness management activities.</p> <p>13. The CAMO should only contract to organisations which are specified by the NMAA on the DASR Form 14 or detailed in the CAME and approved by the NMAA.</p>	<p>f. any other activities which do not limit the Operating Organisation's responsibilities as agreed by the NMAA.</p> <p>7. The Operating Organisation's management controls associated with contracted/tasked continuing airworthiness management activities should be reflected in the associated written contract/tasking and be in accordance with the Operating Organisation's policy and procedures defined in their Continuing Airworthiness Management Exposition (CAME). When such tasks are contracted/tasked the Operating Organisation's continuing airworthiness management system is considered to be extended to the contracted/tasked organisation ▶◀.</p> <p>8. With the exception of engines and auxiliary power units, contracts/tasking should normally be limited to one organisation per aircraft type for any combination of the activities described in Appendix II to DASR AMC M.A.201(h)1. Where arrangements are made with more than one organisation the Operating Organisation should demonstrate that adequate co-ordination controls are in place and that the individual responsibilities are clearly defined in related contracts/tasking.</p> <p>9. Contracts/taskings should not authorise the contracted/tasked organisation to further contract/task to other organisations elements of the continuing airworthiness management tasks ▶◀.</p> <p>10. The CAMO should ensure that any findings arising from the NMAA monitoring of the contracted/tasked continuing airworthiness management activities will be closed to the satisfaction of the NMAA. This provision should be included in the contract/tasking.</p> <p>11. The contracted/tasked organisation should agree to notify the CAMO of any changes affecting the contract/tasking as soon as practicable. The CAMO should then inform the NMAA. Failure to do so may invalidate the NMAA acceptance of the continuing airworthiness management elements of the contract.</p> <p>12. Appendix II to DASR AMC M.A.201(h)1 provides information on the contracting/tasking of continuing airworthiness management activities.</p> <p>The CAMO should only contract to organisations which are specified by the NMAA on the DASR Form 14 or detailed in the CAME and approved by the NMAA.</p>	
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Appendix II to AMC to M.A.201(h)(1)		<p>Appendix II to AMC M.A.201(h)(1) Contracting /tasking of continuing airworthiness management tasks</p> <p>1. CONTRACTED/TASKEDCONTINUING AIRWORTHINESS MANAGEMENT ACTIVITIES</p> <p>1.1. To actively control the standards of the sub-contracted/tasked organisation the Continuing Airworthiness Management Organisation (CAMO) should employ a person or group of persons who are trained and competent in the disciplines associated with M.A Subpart G. As such they are responsible for determining what maintenance is required, when it has to be performed and by whom and to what standard, in order to ensure the continued airworthiness of the aircraft being operated.</p> <p>1.2. The CAMO should conduct a pre-contract audit to establish that the contracted/tasked organisation can achieve the standards required by DASR M.A. Subpart G in connection with those activities to be contracted/tasked.</p> <p>1.3. The CAMO should ensure that the contracted/tasked organisation has sufficient qualified personnel who are trained and competent in the activities to be contracted/tasked. In assessing the adequacy of personnel resources the CAMO should consider the particular needs of those activities that are to be contracted/tasked, while taking into account the contracted/tasked organisation's existing commitments.</p> <p>1.4. To be appropriately approved to contract/task continuing airworthiness management activities the CAMO should have procedures for the management control of these arrangements. The CAME should contain relevant procedures to reflect the CAMO's control of those arrangements made with the contracted/tasked organisation(s).</p> <p>1.5. Contracted/tasked continuing airworthiness management activities should be addressed in a contract/formal tasking document between the CAMO and the contracted/tasked organisation. The contract/formal tasking document should also specify that the contracted/tasked organisation is responsible for informing the CAMO who is, in turn, responsible for notifying the NMAA, of any subsequent changes that affect their ability to support the contract/formal tasking document.</p> <p>1.6. Contracted/tasked organisations should use procedures which set out the manner by which the organisation fulfils its responsibility to those contracted/tasked activities. Such procedures may be developed by either the contracted/tasked organisation or the CAMO.</p> <p>1.7. Where the contracted/tasked organisation develops its own procedures, these should be compatible with the</p>	<p>Appendix II to AMC M.A.201(h)(1) Contracting /tasking of continuing airworthiness management tasks</p> <p>1. CONTRACTED/TASKEDCONTINUING AIRWORTHINESS MANAGEMENT ACTIVITIES</p> <p>1.1. ►NOT APPLICABLE◄.</p> <p>1.2. The CAMO should conduct a pre-contract audit to establish that the contracted/tasked organisation can achieve the standards required by DASR M.A. Subpart G in connection with those activities to be contracted/tasked.</p> <p>1.3. The CAMO should ensure that the contracted/tasked organisation has sufficient qualified personnel who are trained and competent in the activities to be contracted/tasked. In assessing the adequacy of personnel resources the CAMO should consider the particular needs of those activities that are to be contracted/tasked, while taking into account the contracted/tasked organisation's existing commitments.</p> <p>1.4. To be appropriately approved to contract/task continuing airworthiness management activities the CAMO should have procedures for the management control of these arrangements. The CAME should contain relevant procedures to reflect the CAMO's control of those arrangements made with the contracted/tasked organisation(s).</p> <p>1.5. Contracted/tasked continuing airworthiness management activities should be addressed in a contract/formal tasking document between the CAMO and the contracted/tasked organisation. The contract/formal tasking document should also specify that the contracted/tasked organisation is responsible for informing the CAMO who is, in turn, responsible for notifying the NMAA, of any subsequent changes that affect their ability to support the contract/formal tasking document.</p> <p>1.6. Contracted/tasked organisations should use procedures which set out the manner by which the organisation fulfils its responsibility to those contracted/tasked activities. Such procedures may be developed by either the contracted/tasked organisation or the CAMO.</p> <p>1.7. Where the contracted/tasked organisation develops its own procedures, these should be compatible with the</p>	
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		<p>CAME and the terms of the contract/formal tasking document. These should be accepted by the NMAA as extended procedures of the CAMO and as such should be cross-referenced from the CAME. One current copy of the contracted/tasked organisation's relevant procedures should be kept by the CAMO and should be accessible to the NMAA when needed.</p> <p>NOTE: Should any conflict arise between the contracted/tasked organisation's procedures and those of the CAMO then the policy and procedures detailed in the CAME will prevail.</p> <p>1.8. The contract/formal tasking document should also specify that the contracted/tasked organisation's procedures may only be amended with the agreement of the CAMO. The CAMO should ensure that these amendments are compatible with their CAME and are in compliance with DASR M.A. Subpart G.</p> <p>The CAMO should nominate who will be responsible for continued monitoring and acceptance of the contracted/tasked organisation's procedures and their amendments. The controls used to fulfil this function should be clearly set out in the amendment section of the CAME detailing the level of CAMO involvement.</p> <p>1.9. Whenever any elements of continuing airworthiness management activities are contracted/tasked the CAMO's personnel should have access to all relevant data in order to fulfil their responsibilities.</p> <p>NOTE: The CAMO retains authority to override any recommendation of the contracted/tasked organisation where necessary, for the continuing airworthiness of the aircraft for which they have responsibility.</p> <p>1.10. The CAMO should ensure that the contracted/tasked organisation continues to have qualified technical expertise and sufficient resources to perform the contracted/tasked activities while in compliance with the relevant procedures. Failure to do so may invalidate the approval of the CAMO's continuing airworthiness management system.</p> <p>1.11. The contract/formal tasking document should provide for NMAA monitoring.</p> <p>1.12. The contract/formal tasking document should address the respective responsibilities to ensure that any findings arising from NMAA monitoring will be closed to the satisfaction of the NMAA.</p> <p>2. ACCOMPLISHMENT</p> <p>This paragraph describes topics which may be applicable for contract/tasking activities.</p> <p>2.1. Scope of work</p>	<p>CAME and the terms of the contract/formal tasking document. These should be accepted by the NMAA as extended procedures of the CAMO and as such should be cross-referenced from the CAME. One current copy of the contracted/tasked organisation's relevant procedures should be kept by the CAMO and should be accessible to the NMAA when needed.</p> <p>NOTE: Should any conflict arise between the contracted/tasked organisation's procedures and those of the CAMO then the policy and procedures detailed in the CAME will prevail.</p> <p>1.8. The contract/formal tasking document should also specify that the contracted/tasked organisation's procedures may only be amended with the agreement of the CAMO. The CAMO should ensure that these amendments are compatible with their CAME and are in compliance with DASR M.A. Subpart G.</p> <p>The CAMO should nominate who will be responsible for continued monitoring and acceptance of the contracted/tasked organisation's procedures and their amendments. The controls used to fulfil this function should be clearly set out in the amendment section of the CAME detailing the level of CAMO involvement.</p> <p>1.9. Whenever any elements of continuing airworthiness management activities are contracted/tasked the CAMO's personnel should have access to all relevant data in order to fulfil their responsibilities.</p> <p>NOTE: The CAMO retains authority to override any recommendation of the contracted/tasked organisation where necessary, for the continuing airworthiness of the aircraft for which they have responsibility.</p> <p>1.10. The CAMO should ensure that the contracted/tasked organisation continues to have qualified technical expertise and sufficient resources to perform the contracted/tasked activities while in compliance with the relevant procedures. Failure to do so may invalidate the approval of the CAMO's continuing airworthiness management system.</p> <p>1.11. The contract/formal tasking document should provide for NMAA monitoring.</p> <p>1.12. The contract/formal tasking document should address the respective responsibilities to ensure that any findings arising from NMAA monitoring will be closed to the satisfaction of the NMAA.</p> <p>2. ACCOMPLISHMENT</p> <p>This paragraph describes topics which may be applicable for contract/tasking activities.</p> <p>2.1. Scope of work</p>	
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		<p>The type of aircraft and their military registrations, engine types and/or components subject to the contract/tasking should be specified.</p> <p>2.2. AMP development and amendment (where applicable - DASR M.A.708(b)2 refers)</p> <p>The CAMO may contract/task the preparation of the draft AMP and any subsequent amendments. However, the CAMO remains responsible for assessing that the draft proposals meet their needs and obtaining NMAA approval; the relevant procedures should specify these responsibilities. The contract/tasking should also stipulate that any data necessary to substantiate the approval of the initial AMP or an amendment to the AMP should be provided for CAMO and/or NMAA agreement upon request.</p> <p>2.3. AMP effectiveness and reliability (where applicable - DASR M.A.708(b)2 refers)</p> <p>The CAMO should have in place a system to monitor and assess the effectiveness of the AMP based on maintenance and operational experience. The collection of data and initial assessment may be made by the contracted/tasked organisation; the required actions are to be endorsed by the CAMO.</p> <p>Where reliability monitoring is used to establish AMP effectiveness, this may be provided by the contracted/tasked organisation and should be specified in the relevant procedures. Reference should be made to the CAMO's AMP and reliability programme. Participation of the CAMO's personnel in reliability meetings with the contracted/tasked organisation should also be specified.</p> <p>In providing reliability data the contracted/tasked organisation is limited to working with primary data/documents provided by the CAMO or data provided by the Operating Organisation's DASR 145 AMO(s) from which the reports are derived. The pooling of reliability data from other CAMOs/Operating Organisations/DASR 145 AMOs is permitted if accepted by the NMAA.</p> <p>2.4. Permitted variations to the AMP (where applicable - DASR M.A.708(b)2 refers)</p> <p>The reasons and justification for any proposed variation to scheduled maintenance may be prepared by the contracted/tasked organisation. The proposed variation should be reviewed by the CAMO and accepted or rejected as appropriate. The means by which CAMO acceptance is given should be specified in the relevant CAME procedures. When these proposed variations go outside the limits detailed in the approved data, the CAMO is required to obtain approval by the NMAA.</p>	<p>The type of aircraft and their military registrations, engine types and/or components subject to the contract/tasking should be specified.</p> <p>2.2. AMP development and amendment (where applicable - DASR M.A.708(b)2 refers)</p> <p>The CAMO may contract/task the preparation of the draft AMP and any subsequent amendments. However, the CAMO remains responsible for assessing that the draft proposals meet their needs and obtaining NMAA approval; the relevant procedures should specify these responsibilities. The contract/tasking should also stipulate that any data necessary to substantiate the approval of the initial AMP or an amendment to the AMP should be provided for CAMO and/or NMAA agreement upon request.</p> <p>2.3. AMP effectiveness and reliability (where applicable - DASR M.A.708(b)2 refers)</p> <p>The CAMO should have in place a system to monitor and assess the effectiveness of the AMP based on maintenance and operational experience. The collection of data and initial assessment may be made by the contracted/tasked organisation; the required actions are to be endorsed by the CAMO.</p> <p>Where reliability monitoring is used to establish AMP effectiveness, this may be provided by the contracted/tasked organisation and should be specified in the relevant procedures. Reference should be made to the CAMO's AMP and reliability programme. Participation of the CAMO's personnel in reliability meetings with the contracted/tasked organisation should also be specified.</p> <p>In providing reliability data the contracted/tasked organisation is limited to working with primary data/documents provided by the CAMO or data provided by the Operating Organisation's DASR 145 AMO(s) from which the reports are derived. The pooling of reliability data from other CAMOs/Operating Organisations/DASR 145 AMOs is permitted if accepted by the NMAA.</p> <p>2.4. Permitted variations to the AMP (where applicable - DASR M.A.708(b)2 refers)</p> <p>The reasons and justification for any proposed variation to scheduled maintenance may be prepared by the contracted/tasked organisation. The proposed variation should be reviewed by the CAMO and accepted or rejected as appropriate. The means by which CAMO acceptance is given should be specified in the relevant CAME procedures. When these proposed variations go outside the limits detailed in the approved data, the CAMO is required to obtain approval by the NMAA.</p>	
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			<p>2.5. Scheduled maintenance</p> <p>Where the contracted/tasked organisation plans and defines maintenance checks or inspections in accordance with the AMP, the required liaison with the CAMO, including feedback, should be defined.</p> <p>The planning control functions and required documentation should be specified in the appropriate supporting CAME procedures. These procedures should typically set out the CAMO's level of involvement in each type of check. This will normally involve the CAMO assessing and agreeing to a work specification on a case-by- case basis for base maintenance checks. For routine line maintenance checks this may be controlled on a day-to-day basis by the contracted/tasked organisation subject to appropriate liaison and CAMO controls to ensure timely compliance. This typically may include, but is not limited to:</p> <ul style="list-style-type: none"> - Applicable work package, including job cards, - Scheduled component removal list, - ADs to be incorporated, - Modifications to be embodied <p>The associated procedures should ensure that the CAMO is advised in a timely manner on the accomplishment of such activities.</p> <p>2.6. Quality monitoring</p> <p>The CAMO's quality system should monitor the adequacy of the performance of the contracted/tasked continuing airworthiness management activities for compliance with the contract/formal tasking document and DASR M.A. Subpart G. The terms of the contract/formal tasking document should therefore include a provision allowing the CAMO to perform a quality surveillance (including audits) upon the contracted/tasked organisation. The aim of the surveillance is primarily to investigate and judge the effectiveness of those contracted/tasked activities and thereby to ensure compliance with DASR M.A. Subpart G and the contract/formal tasking document. Audit reports may be subject to review when requested by the NMAA.</p> <p>2.7. Access by the NMAA</p> <p>The contract/formal tasking document should specify that the contracted/tasked organisation should grant access to the NMAA when requested to determine continued compliance with the CAMO's DASR M.A. Subpart G approval.</p> <p>2.8. Maintenance data</p>	<p>2.5. Scheduled maintenance</p> <p>Where the contracted/tasked organisation plans and defines maintenance checks or inspections in accordance with the AMP, the required liaison with the CAMO, including feedback, should be defined.</p> <p>The planning control functions and required documentation should be specified in the appropriate supporting CAME procedures. These procedures should typically set out the CAMO's level of involvement in each type of check. This will normally involve the CAMO assessing and agreeing to a work specification on a case-by- case basis for base maintenance checks. For routine line maintenance checks this may be controlled on a day-to-day basis by the contracted/tasked organisation subject to appropriate liaison and CAMO controls to ensure timely compliance. This typically may include, but is not limited to:</p> <ul style="list-style-type: none"> - Applicable work package, including job cards, - Scheduled component removal list, - ADs to be incorporated, - Modifications to be embodied <p>The associated procedures should ensure that the CAMO is advised in a timely manner on the accomplishment of such activities.</p> <p>2.6. Quality monitoring</p> <p>The CAMO's quality system should monitor the adequacy of the performance of the contracted/tasked continuing airworthiness management activities for compliance with the contract/formal tasking document and DASR M.A. Subpart G. The terms of the contract/formal tasking document should therefore include a provision allowing the CAMO to perform a quality surveillance (including audits) upon the contracted/tasked organisation. The aim of the surveillance is primarily to investigate and judge the effectiveness of those contracted/tasked activities and thereby to ensure compliance with DASR M.A. Subpart G and the contract/formal tasking document. Audit reports may be subject to review when requested by the NMAA.</p> <p>2.7. Access by the NMAA</p> <p>The contract/formal tasking document should specify that the contracted/tasked organisation should grant access to the NMAA when requested to determine continued compliance with the CAMO's DASR M.A. Subpart G approval.</p> <p>2.8. Maintenance data</p>	
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		<p>The approved maintenance data used for the purpose of the contract/tasking should be specified, together with the organisations responsible for providing such data. The CAMO should ensure such data, including revisions, is readily available to the contracted/tasked organisation who may be required to assess such data. The CAMO should establish a 'fast track' means of ensuring that urgent data is transmitted to the contracted/tasked organisation in a timely manner. Maintenance data may include, but is not necessarily limited to:-</p> <ul style="list-style-type: none"> - AMP, - ADs, - Service Bulletins (or national equivalent), - Major repairs/modification data, - Aircraft Maintenance Manual, - Engine overhaul manual, - Aircraft Illustrated Parts Catalogue, - Wiring diagrams, - Trouble shooting manual, <p>2.9. Airworthiness directives</p> <p>While the various aspects of AD assessment, planning and follow-up may be accomplished by the contracted/tasked organisation, embodiment is performed by an DASR 145 AMO. The CAMO is responsible for ensuring timely embodiment of applicable ADs and is to be provided with notification of compliance. It therefore follows that the CAMO should have clear policies and procedures on AD embodiment which will ensure that the CAMO finds the contracted/tasked organisation's proposed means of compliance acceptable.</p> <p>The policies and procedures should specify:</p> <p>What information, eg AD publications, continuing airworthiness records, flight hours/cycles, the contracted/tasked organisation needs from the CAMO. It is the responsibility of the contracted/tasked organisation to request from the CAMO any additional information that may be felt necessary.</p> <ul style="list-style-type: none"> - What information, eg AD planning listing, detailed engineering order, the CAMO needs from the contracted/tasked organisation in order to ensure timely compliance with ADs. - To fulfil their above responsibility, CAMOs should ensure that they are in receipt of current mandatory 	<p>The approved maintenance data used for the purpose of the contract/tasking should be specified, together with the organisations responsible for providing such data. The CAMO should ensure such data, including revisions, is readily available to the contracted/tasked organisation who may be required to assess such data. The CAMO should establish a 'fast track' means of ensuring that urgent data is transmitted to the contracted/tasked organisation in a timely manner. Maintenance data may include, but is not necessarily limited to:-</p> <ul style="list-style-type: none"> - AMP, - ADs, - Service Bulletins (or national equivalent), - Major repairs/modification data, - Aircraft Maintenance Manual, - Engine overhaul manual, - Aircraft Illustrated Parts Catalogue, - Wiring diagrams, - Trouble shooting manual, <p>2.9. Airworthiness directives</p> <p>While the various aspects of AD assessment, planning and follow-up may be accomplished by the contracted/tasked organisation, embodiment is performed by an DASR 145 AMO. The CAMO is responsible for ensuring timely embodiment of applicable ADs and is to be provided with notification of compliance. It therefore follows that the CAMO should have clear policies and procedures on AD embodiment which will ensure that the CAMO finds the contracted/tasked organisation's proposed means of compliance acceptable.</p> <p>The policies and procedures should specify:</p> <p>What information, eg AD publications, continuing airworthiness records, flight hours/cycles, the contracted/tasked organisation needs from the CAMO. It is the responsibility of the contracted/tasked organisation to request from the CAMO any additional information that may be felt necessary.</p> <ul style="list-style-type: none"> - What information, eg AD planning listing, detailed engineering order, the CAMO needs from the contracted/tasked organisation in order to ensure timely compliance with ADs. - To fulfil their above responsibility, CAMOs should ensure that they are in receipt of current mandatory 	
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		<p>continued airworthiness information for the aircraft and equipment that they operate.</p> <p>2.10. Service Bulletin (or national equivalent)/modifications</p> <p>The contracted/tasked organisation may be required to review and make recommendations on the embodiment of an SB (or national equivalent) and other associated non-mandatory material based on a clear CAMO policy. This should be specified in the contract/formal tasking document.</p> <p>2.11. Service life limit controls & component control/removal forecast.</p> <p>Where the contracted/tasked organisation performs planning activities, it should be specified that the contracted/tasked organisation should be in receipt of the current flight time and/or flight cycles and/or landings and/or calendar time, and/or any other approved service life consumption units as applicable, at a frequency to be specified in the contract/formal tasking document. The frequency should be such that it allows the organisation to properly perform the contracted/tasked planning functions. It therefore follows that there will need to be adequate liaison between the CAMO, the DASR 145 AMO(s) and the contracted/tasked organisation.</p> <p>Additionally, the contract/formal tasking document should specify how the CAMO will be in possession of all current flight cycles, flight hours, etc. in order that the CAMO may assure the timely accomplishment of the required maintenance.</p> <p>2.12. Health monitoring</p> <p>If the CAMO contracts/tasks health monitoring activities (for example on-wing engine health monitoring), the contracted/tasked organisation should be in receipt of all the relevant information to perform these activities, including any parameter reading deemed necessary to be supplied by the CAMO for this control. The contract/formal tasking document should also specify what kind of feedback information (such as engine limitation, appropriate technical advice, etc.) the contracted/tasked organisation should provide to the CAMO.</p> <p>2.13. Defect control</p> <p>Where the CAMO has contracted/tasked the day-to-day control of aircraft technical log deferred defects this should be specified in the contract/formal tasking document and should be adequately described in the appropriate procedures. The CAMO's MEL/CDL provides the basis for establishing which defects may be deferred and associated limits. The procedures should also define the responsibilities and actions to be taken for defects such as</p>	<p>continued airworthiness information for the aircraft and equipment that they operate.</p> <p>2.10. Service Bulletin (or national equivalent)/modifications</p> <p>The contracted/tasked organisation may be required to review and make recommendations on the embodiment of an SB (or national equivalent) and other associated non-mandatory material based on a clear CAMO policy. This should be specified in the contract/formal tasking document.</p> <p>2.11. Service life limit controls & component control/removal forecast.</p> <p>Where the contracted/tasked organisation performs planning activities, it should be specified that the contracted/tasked organisation should be in receipt of the current flight time and/or flight cycles and/or landings and/or calendar time, and/or any other approved service life consumption units as applicable, at a frequency to be specified in the contract/formal tasking document. The frequency should be such that it allows the organisation to properly perform the contracted/tasked planning functions. It therefore follows that there will need to be adequate liaison between the CAMO, the DASR 145 AMO(s) and the contracted/tasked organisation.</p> <p>Additionally, the contract/formal tasking document should specify how the CAMO will be in possession of all current flight cycles, flight hours, etc. in order that the CAMO may assure the timely accomplishment of the required maintenance.</p> <p>2.12. Health monitoring</p> <p>If the CAMO contracts/tasks health monitoring activities (for example on-wing engine health monitoring), the contracted/tasked organisation should be in receipt of all the relevant information to perform these activities, including any parameter reading deemed necessary to be supplied by the CAMO for this control. The contract/formal tasking document should also specify what kind of feedback information (such as engine limitation, appropriate technical advice, etc.) the contracted/tasked organisation should provide to the CAMO.</p> <p>2.13. Defect control</p> <p>Where the CAMO has contracted/tasked the day-to-day control of aircraft technical log deferred defects this should be specified in the contract/formal tasking document and should be adequately described in the appropriate procedures. The CAMO's MEL/CDL provides the basis for establishing which defects may be deferred and associated limits. The procedures should also define the responsibilities and actions to be taken for defects such as</p>	
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		<p>'Aircraft On Ground' situations, repetitive defects, and damage beyond the MTC holder's limits.</p> <p>For all other defects identified during maintenance, the information should be brought to the attention of the CAMO who, dependent upon the procedural authority granted by the NMAA, may determine that some defects can be deferred. Therefore, adequate liaison between the CAMO, the contracted/tasked organisation and the DASR 145 AMO should be ensured.</p> <p>The contracted/tasked organisation should make a positive assessment of potential deferred defects and consider potential hazards arising from the cumulative effect of any combination of defects. The contracted organisation should liaise with the CAMO to gain their agreement following this assessment.</p> <p>Deferment of MEL/CDL allowable defects/deviations can be accomplished by an DASR 145 AMO in compliance with the relevant aircraft technical log procedures; they are subject to acceptance by the aircraft commander.</p> <p>2.14. Mandatory occurrence reporting</p> <p>All incidents and occurrences that fall within the reporting criteria defined in DASR M.A.202 and DASR 145.A.60 should be reported as required. The CAMO should ensure adequate liaison exists with the contracted/tasked organisation and the DASR 145 AMO.</p> <p>2.15. Continuing airworthiness records</p> <p>These may be maintained and held by the contracted/tasked organisation on behalf of the CAMO who remains responsible for the control of the records. However, the CAMO should be provided with the current status of AD compliance and service life limited components in accordance with agreed procedures. The CAMO should also be provided with unrestricted and timely access to original records as and when needed. On-line access to the appropriate information systems is acceptable.</p> <p>The record keeping requirements of DASR M should be satisfied. Access to the records by duly authorised members of the NMAA should be arranged upon request.</p> <p>2.16. Maintenance check flight procedures</p> <p>Maintenance check flights are carried out under the control of the Operating Organisation. Maintenance check flight requirements from the contracted/tasked organisation or the DASR 145 AMO should be agreed by the Operating Organisation.</p>	<p>'Aircraft On Ground' situations, repetitive defects, and damage beyond the MTC holder's limits.</p> <p>For all other defects identified during maintenance, the information should be brought to the attention of the CAMO who, dependent upon the procedural authority granted by the NMAA, may determine that some defects can be deferred. Therefore, adequate liaison between the CAMO, the contracted/tasked organisation and the DASR 145 AMO should be ensured.</p> <p>The contracted/tasked organisation should make a positive assessment of potential deferred defects and consider potential hazards arising from the cumulative effect of any combination of defects. The contracted organisation should liaise with the CAMO to gain their agreement following this assessment.</p> <p>Deferment of MEL/CDL allowable defects/deviations can be accomplished by an DASR 145 AMO in compliance with the relevant aircraft technical log procedures; they are subject to acceptance by the aircraft commander.</p> <p>2.14. Mandatory occurrence reporting</p> <p>All incidents and occurrences that fall within the reporting criteria defined in DASR M.A.202 and DASR 145.A.60 should be reported as required. The CAMO should ensure adequate liaison exists with the contracted/tasked organisation and the DASR 145 AMO.</p> <p>2.15. Continuing airworthiness records</p> <p>These may be maintained and held by the contracted/tasked organisation on behalf of the CAMO who remains responsible for the control of the records. However, the CAMO should be provided with the current status of AD compliance and service life limited components in accordance with agreed procedures. The CAMO should also be provided with unrestricted and timely access to original records as and when needed. On-line access to the appropriate information systems is acceptable.</p> <p>The record keeping requirements of DASR M should be satisfied. Access to the records by duly authorised members of the NMAA should be arranged upon request.</p> <p>2.16. Maintenance check flight procedures</p> <p>Maintenance check flights are carried out under the control of the Operating Organisation. Maintenance check flight requirements from the contracted/tasked organisation or the DASR 145 AMO should be agreed by the Operating Organisation.</p>	
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AMC to M.A.201(k)		<p>NMAA participation in these meetings should also be provided</p> <p>AMC M.A.201(k) Responsibilities</p> <ol style="list-style-type: none"> 1. When an Operating Organisation contracts / tasks an DASR M.A. Subpart G CAMO in accordance with DASR M.A.201(k) to carry out continuing airworthiness management tasks, a copy of the arrangement should be sent by the Operating Organisation to the NMAA once it has been signed by both parties. The contracted / tasked organisation is considered to perform the continuing airworthiness management tasks as an integral part of the Operating Organisation's continuing airworthiness system. 2. The arrangement should be developed taking into account the requirements of DASR M and should define the obligations of the signatories in relation to the management of the continuing airworthiness of the aircraft. 3. The arrangement should contain as a minimum the: <ul style="list-style-type: none"> • aircraft registration(s); and • aircraft type / model / series; and • aircraft serial number(s); and • aircraft Operating Organisation including the address; and • DASR M.A. Subpart G CAMO details including the address. 4. The arrangement should state the following: <p>'The Operating Organisation entrusts to the CAMO the management of the continuing airworthiness of the aircraft, the development of an Aircraft Maintenance Programme that shall be approved by the NMAA (if applicable), and the organisation of the maintenance of the aircraft according to the Aircraft Maintenance Programme in an DASR 145 Approved Maintenance Organisation.</p> <p>According to the present arrangement, both signatories undertake to follow the respective obligations of this arrangement.</p> <p>The Operating Organisation certifies, to the best of their belief that all the information given to the CAMO concerning the continuing airworthiness of the aircraft is and will be accurate and that the aircraft will not be altered without prior approval of the CAMO.</p> 	<p>NMAA participation in these meetings should also be provided</p> <p>AMC M.A.201(k) Responsibilities</p> <ol style="list-style-type: none"> 1. When an Operating Organisation contracts / tasks an DASR M.A. Subpart G CAMO in accordance with DASR M.A.201(k) to carry out continuing airworthiness management tasks, a copy of the arrangement should be sent by the Operating Organisation to the NMAA once it has been signed by both parties. The contracted / tasked organisation is considered to perform the continuing airworthiness management tasks as an integral part of the Operating Organisation's continuing airworthiness system. 2. The arrangement should be developed taking into account the requirements of DASR M and should define the obligations of the signatories in relation to the management of the continuing airworthiness of the aircraft. 3. The arrangement should contain as a minimum the: <ul style="list-style-type: none"> • aircraft registration(s); and • aircraft type / model / series; and • aircraft serial number(s); and • aircraft Operating Organisation including the address; and • DASR M.A. Subpart G CAMO details including the address. 4. The arrangement should state the following: <p>'The Operating Organisation entrusts to the CAMO the management of the continuing airworthiness of the aircraft, the development of an Aircraft Maintenance Programme that shall be approved by the NMAA (if applicable), and the organisation of the maintenance of the aircraft according to the Aircraft Maintenance Programme in an DASR 145 Approved Maintenance Organisation.</p> <p>According to the present arrangement, both signatories undertake to follow the respective obligations of this arrangement.</p> <p>The Operating Organisation certifies, to the best of their belief that all the information given to the CAMO concerning the continuing airworthiness of the aircraft is and will be accurate and that the aircraft will not be altered without prior approval of the CAMO.</p> 	
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			<p>In case of any non-conformity with this arrangement, by either of the signatories, it will become invalid. In such a case, the Operating Organisation will retain full responsibility for every task linked to the continuing airworthiness of the aircraft and the Operating Organisation shall inform the NMAA 'as soon as possible'.</p> <p>5. When an Operating Organisation contracts a CAMO in accordance with DASR M.A.201(k) the minimum obligations of each party should be shared as follows:</p> <p>5.1. Obligations of the CAMO:</p> <ol style="list-style-type: none"> 1. have the aircraft type(s) in the scope of its approval; 2. respect the conditions to maintain the continuing airworthiness of the aircraft in accordance with DASR M.A.708; 3. NOT APPLICABLE; 4. NOT APPLICABLE; 5. inform the NMAA whenever the aircraft is not presented to the DASR 145 AMO(s) by the Operating Organisation as requested by the CAMO; 6. inform the NMAA whenever the present arrangement has not been respected; 7. if applicable, carry out the airworthiness review of the aircraft when necessary and issue the Military Airworthiness Review Certificate (MARC) or the recommendation to the NMAA; 8. send within 10 days a copy of any MARC issued or extended, to the NMAA; 9. carry out all applicable mandated occurrence reporting; 10. inform the NMAA whenever the present arrangement is terminated by either party. <p>5.2. Obligations of the Operating Organisation:</p> <ol style="list-style-type: none"> 1. have a general understanding of the approved maintenance programme; 2. have a general understanding of this DASR M; 	<p>In case of any non-conformity with this arrangement, by either of the signatories, it will become invalid. In such a case, the Operating Organisation will retain full responsibility for every task linked to the continuing airworthiness of the aircraft and the Operating Organisation shall inform the NMAA 'as soon as possible'.</p> <p>5. When an Operating Organisation contracts a CAMO in accordance with DASR M.A.201(k) the minimum obligations of each party should be shared as follows:</p> <p>5.1. Obligations of the CAMO:</p> <ol style="list-style-type: none"> 1. have the aircraft type(s) in the scope of its approval; 2. respect the conditions to maintain the continuing airworthiness of the aircraft in accordance with DASR M.A.708; 3. NOT APPLICABLE; 4. NOT APPLICABLE; 5. inform the NMAA whenever the aircraft is not presented to the DASR 145 AMO(s) by the Operating Organisation as requested by the CAMO; 6. inform the NMAA whenever the present arrangement has not been respected; 7. if applicable, carry out the airworthiness review of the aircraft when necessary and issue the Military Airworthiness Review Certificate (MARC) or the recommendation to the NMAA; 8. send within 10 days a copy of any MARC issued or extended, to the NMAA; 9. carry out all applicable mandated occurrence reporting; 10. inform the NMAA whenever the present arrangement is terminated by either party. <p>5.2. Obligations of the Operating Organisation:</p> <ol style="list-style-type: none"> 1. have a general understanding of the approved maintenance programme; 2. have a general understanding of this DASR M; 	
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		<p>3. present the aircraft to the DASR 145 AMO agreed with the CAMO at the due time designated by the CAMO's request;</p> <p>4. not modify the aircraft without first consulting the CAMO;</p> <p>5. inform the CAMO of all maintenance exceptionally carried out without the knowledge and control of the CAMO;</p> <p>6. report to the CAMO through the aircraft technical log / aircraft continuing airworthiness record system all defects found during operations;</p> <p>7. inform the NMAA whenever the present arrangement is denounced by either party;</p> <p>8. inform the NMAA and the CAMO whenever the aircraft is no longer operated by the Operating Organisation;</p> <p>9. carry out all applicable mandated occurrence reporting;</p> <p>10. inform on a regular basis the CAMO about the aircraft flying hours and any other utilisation data, as agreed with the CAMO;</p> <p>11. NOT APPLICABLE;</p> <p>12. NOT APPLICABLE.</p> <p>6. The contracted / tasked CAMO should be approved in accordance with DASR M.A. Subpart G. However, this approval does not prevent the CAMO contracting / tasking certain continuing airworthiness management tasks to other competent organisations. This activity is considered as an integral element of the CAMO's DASR M.A. Subpart G approval. The regulatory monitoring is exercised through the CAMO's DASR M.A. Subpart G approval. The contracts / tasks should be acceptable to the NMAA. Contracts / taskings should not authorise the contracted/tasked organisation to further contract / task to other organisations elements of the continuing airworthiness management tasks. ▶ Appendix II to DASR AMC M.A.201(h)1 provides information on the contracting / tasking of continuing airworthiness management. To clarify in ADF context, when CASG are contracting a through life support (TLS) provider, CASG are acting as a contracting arm of the Operating Organisation.</p>	<p>3. present the aircraft to the DASR 145 AMO agreed with the CAMO at the due time designated by the CAMO's request;</p> <p>4. not modify the aircraft without first consulting the CAMO;</p> <p>5. inform the CAMO of all maintenance exceptionally carried out without the knowledge and control of the CAMO;</p> <p>6. report to the CAMO through the aircraft technical log ▶◀ all defects found during operations;</p> <p>7. inform the NMAA whenever the present arrangement is denounced by either party;</p> <p>8. inform the NMAA and the CAMO whenever the aircraft is no longer operated by the Operating Organisation;</p> <p>9. carry out all applicable mandated occurrence reporting;</p> <p>10. inform on a regular basis the CAMO about the aircraft flying hours and any other utilisation data, as agreed with the CAMO;</p> <p>11. NOT APPLICABLE;</p> <p>12. NOT APPLICABLE.</p> <p>6. The contracted / tasked CAMO should be approved in accordance with DASR M.A. Subpart G. However, this approval does not prevent the CAMO contracting / tasking certain continuing airworthiness management tasks to other competent organisations. This activity is considered as an integral element of the CAMO's DASR M.A. Subpart G approval. The regulatory monitoring is exercised through the CAMO's DASR M.A. Subpart G approval. The contracts / tasks should be acceptable to the NMAA. Contracts / taskings should not authorise the contracted/tasked organisation to further contract / task to other organisations elements of the continuing airworthiness management tasks. ▶ Appendix II to DASR AMC M.A.201(h)1 provides information on the contracting / tasking of continuing airworthiness management. ▶◀</p>	
<p>GM to M.A.201(k)</p>		<p>GM M.A.201(k) Responsibilities (AUS)</p>	<p>▶◀</p>	



		<p>This clause only covers the contracting out of the whole CAMO function for an aircraft type(s) listed on the Operating Organisation's MAOC. If this derogation clause is utilised, that contracted CAMO is still able to subcontract tasks in accordance with DASR M.A.201(h)(1).</p>		
<p>AMC to M.A.202(a)</p>		<p>AMC M.A.202(a) Occurrence reporting</p> <p>Operating Organisations should ensure that the (Military) Type Certificate ((M)TC) holder or the organisation responsible for the design of the aircraft or component receives adequate reports of occurrences for that aircraft type, to enable the M(TC) holder to fulfil its DASR 21 obligations.</p> <p>Liaison with the (M)TC holder should be established to determine whether published or proposed service information will resolve the problem or to obtain a solution to a particular problem.</p> <p>An approved CAMO should assign responsibility for co-ordinating action on airworthiness occurrences and for initiating any necessary further investigation and follow-up activity to a qualified person with clearly defined authority and status.</p> <p>'Qualified person' in this context means an individual who has received appropriate training and has relevant experience in the management of airworthiness occurrences detailed in DASR M.A.202. In the case of a contracted/tasked CAMO, close coordination between the CAMO and the Operating Organisation is needed to define the appropriate training and relevant experience and to ensure that such person is officially on record at the CAMO.</p> <p>'Endanger flight safety' means any instance where safe operation could not be assured or which could lead to an unsafe condition. It typically includes, but is not limited to, significant cracking, deformation, corrosion or failure of primary structure, any evidence of burning (including overheating), electrical arcing, significant hydraulic fluid or fuel leakage and any emergency system or total system failure. An Airworthiness Directive overdue for compliance is also considered a hazard to flight safety.</p> <p>For Aircraft Structural and Propulsion Systems Integrity, unless there is pre-approved data from a DASR21J Approved Design Organisation or equivalent (including pre-approved repairs in the Structural Repair manual, Service Bulletins, Airworthiness Directives, etc.), it should be assumed that any structural non-compliance to Critical Structure, Primary Structure or Principle Structural Elements (PSE), could 'endanger flight safety'. Definition of what constitutes Critical Aircraft Structure may be found in the weapon system approved Aircraft Structural Integrity Management Plan (ASIMP), while Critical Propulsion System Parts may be found in the Guidance Material to DASR 21.A.41.</p>	<p>AMC M.A.202(a) Occurrence reporting</p> <p>Operating Organisations should ensure that the (Military) Type Certificate ((M)TC) holder and the relevant design approval holder ►◄ receives adequate reports of occurrences for that aircraft type, to enable the M(TC) holder to fulfil its DASR 21 obligations.</p> <p>Liaison with the (M)TC holder should be established to determine whether published or proposed service information will resolve the problem or to obtain a solution to a particular problem.</p> <p>An approved CAMO should assign responsibility for co-ordinating action on airworthiness occurrences and for initiating any necessary further investigation and follow-up activity to a qualified person with clearly defined authority and status.</p> <p>'Qualified person' in this context means an individual who has received appropriate training and has relevant experience in the management of airworthiness occurrences detailed in DASR M.A.202. In the case of a contracted/tasked CAMO, close coordination between the CAMO and the Operating Organisation is needed to define the appropriate training and relevant experience and to ensure that such person is officially on record at the CAMO.</p> <p>'Endanger flight safety' means any instance where safe operation could not be assured or which could lead to an unsafe condition. It typically includes, but is not limited to, significant cracking, deformation, corrosion or failure of primary structure, any evidence of burning (including overheating), electrical arcing, significant hydraulic fluid or fuel leakage and any emergency system or total system failure. An Airworthiness Directive overdue for compliance is also considered a hazard to flight safety.</p> <p>►◄</p>	



<p>AMC to M.A.301(a)(1)</p>			<p>AMC M.A.301(a)(1) Continuing airworthiness tasks</p> <p>1. With regard to the pre-flight inspection it is intended to mean all of the actions necessary to ensure that the aircraft is fit to make the intended flight. These should typically include but are not necessarily limited to:</p> <ul style="list-style-type: none"> a. a walk-around type inspection of the aircraft, its emergency equipment and any stores/weapons carried for condition including, in particular, any obvious signs of wear, damage or leakage. In addition, the presence of all required equipment, including emergency equipment, should be established and the security of attachment of any stores/weapons carried should be checked. Note, the pre-flight inspection is not considered maintenance, it is a continuing airworthiness task; b. an inspection of the aircraft continuing airworthiness record system or the aircraft technical log as applicable to ensure that the intended flight is not adversely affected by any outstanding deferred defects and that no required maintenance action shown in the maintenance statement is overdue or will become due during the flight; c. a control that consumable fluids, gases etc. uplifted prior to flight are of the correct specification, free from contamination, and correctly recorded; d. a control that all doors are securely fastened; e. a control that control surface and landing gear locks, pitot/static covers, restraint devices and engine/aperture blanks have been removed; f. a control that all the aircraft's external surfaces and engines are free from ice, snow, sand, dust etc. and an assessment to confirm that, as the result of meteorological conditions and de-icing/anti-icing fluids having been previously applied on it, there are no fluid residues that could endanger flight safety. Alternatively to this pre-flight assessment, when the type of aircraft and nature of operations allow for it, the build-up of residues may be controlled through scheduled maintenance inspections/cleanings identified in the AMP; g. removal of safety/arming pins if applicable. <p>2. Tasks such as oil and hydraulic fluid uplift and tyre inflation may be considered as part of the pre-flight inspection. The related pre-flight inspection instructions should address the procedures to be taken to determine whether the necessary fluid uplift or tyre inflation results from an abnormal consumption/excessive leakage, thereby</p>	<p>AMC M.A.301(a)(1) Continuing airworthiness tasks</p> <p>1. With regard to the pre-flight inspection it is intended to mean all of the actions necessary to ensure that the aircraft is fit to make the intended flight. These should typically include but are not necessarily limited to:</p> <ul style="list-style-type: none"> a. a walk-around type inspection of the aircraft, its emergency equipment and any stores/weapons carried for condition including, in particular, any obvious signs of wear, damage or leakage. In addition, the presence of all required equipment, including emergency equipment, should be established and the security of attachment of any stores/weapons carried should be checked ▶;◀ b. an inspection of the aircraft continuing airworthiness record system or the aircraft technical log as applicable to ensure that the intended flight is not adversely affected by any outstanding deferred defects and that no required maintenance action shown in the maintenance statement is overdue or will become due during the flight; c. a control that consumable fluids, gases etc. uplifted prior to flight are of the correct specification, free from contamination, and correctly recorded; d. a control that all doors are securely fastened; e. a control that control surface and landing gear locks, pitot/static covers, restraint devices and engine/aperture blanks have been removed; f. a control that all the aircraft's external surfaces and engines are free from ice, snow, sand, dust etc. and an assessment to confirm that, as the result of meteorological conditions and de-icing/anti-icing fluids having been previously applied on it, there are no fluid residues that could endanger flight safety. Alternatively to this pre-flight assessment, when the type of aircraft and nature of operations allow for it, the build-up of residues may be controlled through scheduled maintenance inspections/cleanings identified in the AMP; g. removal of safety/arming pins if applicable. <p>2. Tasks such as oil and hydraulic fluid uplift and tyre inflation may be considered as part of the pre-flight inspection. The related pre-flight inspection instructions should address the procedures to be taken to determine whether the necessary fluid uplift or tyre inflation results from an abnormal consumption/excessive leakage, thereby</p>	
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		<p>possibly requiring additional maintenance action by the AMO or certifying staff as appropriate.</p> <p>3. Operating Organisations should publish guidance to maintenance, flight and any other personnel performing pre-flight inspection tasks, as appropriate, defining their responsibilities for these actions. It should be demonstrated to the NMAA that pre-flight inspection personnel have received appropriate training for the relevant pre-flight inspection tasks. If a component of the pre-flight inspection is accomplished by the DASR 145 AMO, it should be incorporated into the AMP. The training standard for personnel performing the pre-flight inspection should be described in the CAME.</p>	<p>possibly requiring additional maintenance action by the AMO or certifying staff as appropriate.</p> <p>3. Operating Organisations should publish guidance to maintenance, flight and any other personnel performing pre-flight inspection tasks, as appropriate, defining their responsibilities for these actions. It should be demonstrated to the NMAA that pre-flight inspection personnel have received appropriate training for the relevant pre-flight inspection tasks. If a component of the pre-flight inspection is accomplished by the DASR 145 AMO, it should be incorporated into the AMP. The training standard for personnel performing the pre-flight inspection should be described in the CAME.</p>	
M.A.301		<p>M.A.301 Continuing airworthiness tasks</p> <p>(a) The continuing airworthiness of the aircraft shall be ensured by:</p> <ol style="list-style-type: none"> 1. the accomplishment of pre-flight inspections; ▶ AMC 2. the rectification in accordance with the data specified in DASR M.A.304 of any defect and damage affecting safe operation, taking into account the Minimum Equipment List (MEL) and Configuration Deviation List (CDL) as applicable to the aircraft type; ▶ AMC ▶ GM 3. accomplishment of all maintenance, in accordance with the DASR M.A.302 approved Aircraft Maintenance Programme (AMP); ▶ AMC ▶ GM 4. the analysis of the effectiveness of the DASR M.A.302 approved AMP; ▶ AMC 5. the accomplishment of any applicable: <ol style="list-style-type: none"> (i) Airworthiness Directive; (ii) Operational directive with a continuing airworthiness impact (iii) continued or continuing airworthiness requirements mandated by the NMAA; ▶ AMC (iv) measures mandated by the NMAA in immediate reaction to a safety problem. 6. the accomplishment of modifications and repairs in accordance with DASR M.A.304; 7. the non-mandatory modifications and/or inspections, the establishment of an embodiment policy; ▶ AMC 8. maintenance check flights when necessary. ▶ GM <p>(b) An aircraft shall not fly if: ▶ GM</p>	<p>M.A.301 Continuing airworthiness tasks</p> <p>(a) The continuing airworthiness of the aircraft shall be ensured by:</p> <ol style="list-style-type: none"> 1. the accomplishment of pre-flight inspections; ▶ AMC 2. the rectification in accordance with the data specified in DASR M.A.304 of any defect and damage affecting safe operation, taking into account the Minimum Equipment List (MEL) and Configuration Deviation List (CDL) as applicable to the aircraft type; ▶ AMC ▶ GM 3. accomplishment of all maintenance, in accordance with the DASR M.A.302 approved Aircraft Maintenance Programme (AMP); ▶ AMC ▶ GM 4. the analysis of the effectiveness of the DASR M.A.302 ▶ ◀ AMP; ▶ AMC 5. the accomplishment of any applicable: <ol style="list-style-type: none"> (i) Airworthiness Directive; (ii) Operational directive with a continuing airworthiness impact (iii) continued or continuing airworthiness requirements mandated by the NMAA; ▶ AMC (iv) measures mandated by the NMAA in immediate reaction to a safety problem. 6. the accomplishment of modifications and repairs in accordance with DASR M.A.304; 7. the non-mandatory modifications and/or inspections, the establishment of an embodiment policy; ▶ AMC 8. maintenance check flights when necessary. ▶ GM <p>(b) An aircraft shall not fly if: ▶ GM</p>	



			<ol style="list-style-type: none"> the continuing airworthiness of the aircraft or any component fitted to the aircraft does not meet the requirements of DASR M; or the aircraft does not remain in conformity with the type design approved by the NMAA; or GM aircraft has been operated beyond the limitations of the flight manual or the Military Certificate of Airworthiness, without appropriate action being taken; or the aircraft has been involved in an accident or incident that affects the airworthiness of the aircraft, without subsequent appropriate action to restore airworthiness; or a modification or repair is not in compliance with DASR M.A.304. 	<ol style="list-style-type: none"> the continuing airworthiness of the aircraft or any component fitted to the aircraft does not meet the requirements of DASR M; or the aircraft does not remain in conformity with the type design approved by the NMAA; or GM aircraft has been operated beyond the limitations of the flight manual or the Military Certificate of Airworthiness, without appropriate action being taken; or the aircraft has been involved in an accident or incident that affects the airworthiness of the aircraft, without subsequent appropriate action to restore airworthiness; or <p>a modification or repair is not in compliance with DASR M.A.304.</p>	
AMC to M.A.301(a)5(iii)			<p>AMC M.A.301(a)5(iii) Continuing airworthiness tasks</p> <p>Operational directives with a continuing airworthiness impact include operating rules such as Extended Twin-engine Operations (ETOPS) / Long Range Operations (LROPS), Reduced Vertical Separation Minima (RVSM), Minimum Navigation Performance Specification (MNPS), All Weather Operations (AWOPS), Area Navigation (RNAV), etc.</p> <p>Any other continued airworthiness requirement made mandatory by the NMAA includes (M)TC related requirements such as: Certification Maintenance Requirements (CMR), certification life limited parts, airworthiness limitations from the aircraft type-certification basis, fuel tank system airworthiness limitations including Critical Design Configuration Control Limitations (CDCCL), etc.</p> <p>Defence Aviation Authority Directives are considered operational directives that may have a continuing airworthiness impact.</p>	<p>AMC M.A.301(a)5(iii) Continuing airworthiness tasks</p> <p>Operational directives with a continuing airworthiness impact include operating rules such as Extended Twin-engine Operations (ETOPS) / Long Range Operations (LROPS), Reduced Vertical Separation Minima (RVSM), Minimum Navigation Performance Specification (MNPS), All Weather Operations (AWOPS), Area Navigation (RNAV), etc.</p> <p>Any other continued airworthiness requirement made mandatory by the NMAA includes (M)TC related requirements such as: Certification Maintenance Requirements (CMR), certification life limited parts, airworthiness limitations from the aircraft type-certification basis, fuel tank system airworthiness limitations including Critical Design Configuration Control Limitations (CDCCL), etc.</p> <p>▶▶</p>	
GM to M.A.301(b)2)			<p>GM M.A.301(b)2) Continuing airworthiness tasks (AUS)</p> <p>'The type design approved by the NMAA' is the configuration of the type design at the award of a Military Type Certificate and any changes or repairs approved under M.A.304.</p>	▶▶	
GM to M.A.302(b)			<p>GM M.A.302(b) Aircraft Maintenance Program (AMP) (AUS)</p> <p>The AMP and its amendments are required to be approved by the NMAA, unless covered by an indirect approval procedure at DASR M.A.708(b)2(ii). Consistent with DASR M.A.704(c), the indirect approval procedure shall define the eligible amendments, ie scope of changes, to the AMP, be established by the CAMO as part of the CAME and be approved by the NMAA.</p>	▶▶	



<p>GM to M.A.302(f)</p>			<p>GM M.A.302(f) Aircraft Maintenance Program</p> <ol style="list-style-type: none"> Reliability programmes should be developed for aircraft maintenance programmes based upon maintenance steering group (MSG)/reliability centred maintenance (RCM) logic or those that include condition monitored components or that do not contain overhaul time periods for all significant system components. NOT APPLICABLE. The purpose of a reliability programme is to ensure that the AMP tasks are effective and their periodicity is adequate. The reliability programme may result in the extension or reduction of a maintenance task interval, as well as the deletion or addition of a maintenance task. A reliability programme provides an appropriate means of monitoring the effectiveness of the AMP. ▶ Appendix I to AMC M.A.302 provides further guidance. Programmes and all associated airworthiness data, including that data used for substantiating the escalation of programmes should be made available to the NMAA upon request. 	<p>GM M.A.302(f) Aircraft Maintenance Program</p> <ol style="list-style-type: none"> ▶ NOT APPLICABLE ◀ NOT APPLICABLE. The purpose of a reliability programme is to ensure that the AMP tasks are effective and their periodicity is adequate. The reliability programme may result in the extension or reduction of a maintenance task interval, as well as the deletion or addition of a maintenance task. A reliability programme provides an appropriate means of monitoring the effectiveness of the AMP. ▶ Appendix I to AMC M.A.302 provides further guidance. ◀ ◀ 	
<p>GM to M.A.305(a)</p>			<p>GM M.A.305(a) Aircraft continuing airworthiness record system (AUS)</p> <p>An example of an aircraft continuing airworthiness record system utilised in the Australian Defence Force is Computer Aided Maintenance Management System 2 (CAMM2).</p>	<p>▶ ◀</p>	
<p>AMC to M.A.305(d)</p>			<p>AMC M.A.305(d) Aircraft continuing airworthiness record system</p> <p>The current status of ADs should identify the applicable ADs including any revision or amendment numbers. Where an AD is generally applicable to an aircraft or component type but is not applicable to the particular aircraft or component type used by the Operating Organisation, then this should be identified. The AD status includes the date when the AD was accomplished, and where the AD is controlled by flight hours or flight cycles it should include the aircraft or engine or component total flight hours or cycles or any other approved service life consumption units as appropriate. For repetitive ADs, only the last application should be recorded in the AD status. The status should also specify which part of a multi-part directive has been accomplished and the method, where a choice is available in the AD.</p> <p>The status of current modification and repairs means a list of embodied modifications and repairs together with the</p>	<p>AMC M.A.305(d) Aircraft continuing airworthiness record system</p> <p>The current status of ADs should identify the applicable ADs including any revision or amendment numbers. Where an AD is generally applicable to an aircraft or component type but is not applicable to the particular aircraft or component type used by the Operating Organisation, then this should be identified. The AD status includes the date when the AD was accomplished, and where the AD is controlled by flight hours or flight cycles it should include the aircraft or engine or component total flight hours or cycles or any other approved service life consumption units as appropriate. For repetitive ADs, only the last application should be recorded in the AD status. The status should also specify which part of a multi-part directive has been accomplished and the method, where a choice is available in the AD.</p> <p>The status of current modification and repairs means a list of embodied modifications and repairs together with the</p>	



			<p>substantiating data supporting compliance with the airworthiness requirements. This can be in the form of a Supplemental (Military) Type-certificate (S(M)TC), Service Bulletin (or national equivalent), Structural Repair Manual (SRM) or similar approved document.</p> <p>The substantiating data may include:</p> <ul style="list-style-type: none"> (a) compliance programme; and (b) master drawing or drawing list, production drawings, and installation instructions; and (c) engineering reports (static strength, fatigue, damage tolerance, fault analysis, etc.); and (d) ground and flight test programme and results; and (e) weight and balance change data; and (f) maintenance and repair manual supplements; and (g) AMP changes and Instructions for Continuing Airworthiness; and (h) aircraft flight manual supplement; and (i) symmetry check report (if applicable). <p style="color: green;">A symmetry check is equivalent to a mensuration check or alignment check which is typically covered in the applicable Aircraft Maintenance Programme (AMP).</p> <p>Some gas turbine engines are assembled from modules and a true total time in service for a total engine is not kept. When Operating Organisations wish to take advantage of the modular design, then total time in service and maintenance records for each module are to be maintained. The continuing airworthiness records as specified are to be kept with the module and should show compliance with any mandatory requirements pertaining to that module.</p> <p>For some gas turbine engines, especially turbo-shaft engines, the true total time of continuous operation for particular power settings is to be maintained if applicable.</p>	<p>substantiating data supporting compliance with the airworthiness requirements. This can be in the form of a Supplemental (Military) Type-certificate (S(M)TC), Service Bulletin (or national equivalent), Structural Repair Manual (SRM) or similar approved document.</p> <p>The substantiating data may include:</p> <ul style="list-style-type: none"> (a) compliance programme; and (b) master drawing or drawing list, production drawings, and installation instructions; and (c) engineering reports (static strength, fatigue, damage tolerance, fault analysis, etc.); and (d) ground and flight test programme and results; and (e) weight and balance change data; and (f) maintenance and repair manual supplements; and (g) AMP changes and Instructions for Continuing Airworthiness; and (h) aircraft flight manual supplement; and (i) symmetry check report (if applicable). <p style="color: red;">▶◀</p> <p>Some gas turbine engines are assembled from modules and a true total time in service for a total engine is not kept. When Operating Organisations wish to take advantage of the modular design, then total time in service and maintenance records for each module are to be maintained. The continuing airworthiness records as specified are to be kept with the module and should show compliance with any mandatory requirements pertaining to that module.</p> <p>For some gas turbine engines, especially turbo-shaft engines, the true total time of continuous operation for particular power settings is to be maintained if applicable.</p>	
<p>AMC to M.A.305(d)(5)</p>			<p>AMC M.A.305(d)(5) Aircraft continuing airworthiness record system (AUS)</p> <p style="color: green;">The weight and balance statement should be the current aircraft weight factoring in the last weigh and any subsequent changes (modifications, component removals etc), for example the aircraft weight and balance Chart C (if used).</p>	<p style="color: red;">▶◀</p>	
<p>GM to M.A.305(d)(5)</p>			<p>GM M.A.305(d)(5) Aircraft continuing airworthiness record system (AUS)</p>	<p style="color: red;">▶◀</p>	



		<p>The 'Weight and Balance Report' is to be interpreted as the 'Weight and Balance Statement' to ensure consistent terminology across DASR M.</p>	
<p>AMC to M.A.305(h)</p>		<p>AMC M.A.305(h) Aircraft continuing airworthiness record system</p> <p>Continuing airworthiness records may, in some instances, need to be kept for longer durations to support trending analyses in support of an established reliability programme.</p> <p>When an CAMO arranges for the relevant DASR 145 AMO to retain copies of the continuing airworthiness records on their behalf, the CAMO will continue to be responsible for the retention of records. If they cease to be the CAMO of the aircraft, they remain responsible for transferring the records to any other CAMO of the aircraft.</p> <p>Keeping continuing airworthiness records in a form acceptable to the NMAA normally means in paper form or on a computer database or a combination of both methods. All records should remain readable and accessible for the duration of the storage period.</p> <p>'Readable and accessible' means that the organisation should possess the ability to access the stored records in their original format for the duration of the specified storage period. Where the data contained in stored records is no longer compatible with changes and/or upgrades to equipment/computer/hardware/software, the organisation should put in place provisions to ensure that sufficient equipment is retained that is compatible with the storage medium, or that the records in their original format are transferred to an alternative medium.</p> <p>Paper systems should use robust material, which can withstand normal handling and filing.</p> <p>Computer systems should have at least one backup system, which should be updated at least within 24 hours of any maintenance. Each terminal is required to contain program safeguards against the ability of unauthorised personnel to alter the database.</p> <p>Continuing airworthiness records should be stored in a safe way with regard to damage, alteration and theft. Computer backup discs, tapes etc., should be stored in a different location from that containing the current working discs, tapes, etc., and in a safe environment. Reconstruction of lost or destroyed records can be done by reference to other records which reflect the time in service, research of records maintained by repair facilities and reference to records maintained by individual mechanics, etc. When these things have been done and the record is still incomplete, the CAMO may make a statement in the new record describing the loss and establishing the time in service based on the research</p>	<p>AMC M.A.305(h) Aircraft continuing airworthiness record system</p> <p>◀ ▶</p> <p>When an CAMO arranges for the relevant DASR 145 AMO to retain copies of the continuing airworthiness records on their behalf, the CAMO will continue to be responsible for the retention of records. If they cease to be the CAMO of the aircraft, they remain responsible for transferring the records to any other CAMO of the aircraft.</p> <p>Keeping continuing airworthiness records in a form acceptable to the NMAA normally means in paper form or on a computer database or a combination of both methods. Records stored in microfilm or optical disc form are also acceptable. All records should remain readable and accessible for the duration of the storage period.</p> <p>'Readable and accessible' means that the organisation should possess the ability to access the stored records in their original format for the duration of the specified storage period. Where the data contained in stored records is no longer compatible with changes and/or upgrades to equipment/computer/hardware/software, the organisation should put in place provisions to ensure that sufficient equipment is retained that is compatible with the storage medium, or that the records in their original format are transferred to an alternative medium.</p> <p>Paper systems should use robust material, which can withstand normal handling and filing.</p> <p>Computer systems should have at least one backup system, which should be updated at least within 24 hours of any maintenance. Each terminal is required to contain program safeguards against the ability of unauthorised personnel to alter the database.</p> <p>Continuing airworthiness records should be stored in a safe way with regard to damage, alteration and theft. Computer backup discs, tapes etc., should be stored in a different location from that containing the current working discs, tapes, etc., and in a safe environment. Reconstruction of lost or destroyed records can be done by reference to other records which reflect the time in service, research of records maintained by repair facilities and reference to records maintained by individual mechanics, etc. When these things have been done and the record is still incomplete, the CAMO may make a statement in the new record describing the loss and establishing the time in service based on the research</p>



		and the best estimate of time in service. The reconstructed records should be submitted to the NMAA for acceptance. The NMAA may require the performance of additional maintenance if not satisfied with the reconstructed records	and the best estimate of time in service. The reconstructed records should be submitted to the NMAA for acceptance. The NMAA may require the performance of additional maintenance if not satisfied with the reconstructed records	
GM to M.A.307(b)		GM M.A.307 (b) Transfer of aircraft continuing airworthiness records (AUS)	▶◀	
		This regulation is applicable when the derogation clause in DASR M.A.201(k) is being enacted.		
GM to M.A.702(b)(2)		GM M.A.702(b)(2) Application (AUS)	GM M.A.702(b)(2) Application (AUS)	
		It is possible that the AMP will be provided to the CAMO for some aircraft types whilst for other aircraft types the AMP is to be 'developed and controlled' by the CAMO. This will be identified by the NMAA on a platform-by-platform basis. In these cases it is possible that the CAMO's responsibilities towards the 'development and control' of the AMP of the aircraft types for which it is responsible will differ. These differences are to be clearly identified in the CAME.	It is possible that the Aircraft Maintenance Program (AMP) will be provided to the CAMO for some aircraft types whilst for other aircraft types the AMP is to be 'developed and controlled' by the CAMO. This will be identified by the NMAA on a platform-by-platform basis. In these cases it is possible that the CAMO's responsibilities towards the 'development and control' of the AMP of the aircraft types for which it is responsible will differ. These differences are to be clearly identified in the CAME.	
		For clarification, the default Defence position is that the CAMO develops and controls the NMAA approved Aircraft Maintenance Programme (AMP) for the aircraft managed.	▶T◀ the default Defence position is that the CAMO develops and controls the ▶DASA◀ approved ▶◀ AMP▶◀ for the aircraft managed.	
		The source EMAR also introduced the concept of the participating Member State (or sovereign nation) determining requirements levied on a CAMO in lieu of the NMAA. This concept allows the military possibilities of the CAMO not producing the AMP – rather it may be generated by another Government organisation.	▶◀	
		DASR GM M.A.708(b)(2)(ii) provides clarification on amending the AMP.	▶◀	
GM to M.A.702(b)(3)		GM M.A.702(b)(3) Application (AUS)	▶◀	
		The aircraft technical log may not be a physical document, rather it may be an electronic system. In this case, submitting the technical log may simply involve a description of the system, functionality and relevant user interface screen shots.		
GM to M.A.703(a)		GM M.A.703(a) Extent of approval (AUS)	▶◀	
		The approval would typically be granted concurrent with issue of the Military Air Operator Certificate (MAOC) issued by the NMAA, for the aircraft operated.		
AMC to M.A.704		Nil	AMC M.A.704 Continuing Airworthiness Management Exposition	
			1. The purpose of the CAME is to set forth the procedures, means and methods of the CAMO. Compliance with its contents will assure compliance with DASR M requirements.	
			2. A CAME should comprise:	



				<p>Part 0 General organisation</p> <p>Part 1 Continuing airworthiness management procedures</p> <p>Part 2 Quality system</p> <p>Part 3 Contracted/tasked maintenance</p> <p>Part 4 Airworthiness review procedures (if applicable)</p> <p>Part 5 Appendices</p> <p>3. Where an Operating Organisation is also approved to DASR 145, the Exposition required by DASR 145 may form the basis of the CAME in a combined document:</p> <p>DASR 145 Exposition (see equivalent paragraphs in DASR AMC 145.A.70 (a))</p> <p>Part 1 Management</p> <p>Part 2 Maintenance procedures</p> <p>Part L2 Additional line maintenance procedures</p> <p>Part 3 Quality system</p> <p>Part 4 Contracts/tasking with Operating Organisations</p> <p>Part 5 Appendices</p> <p>Part 7 (Not Applicable)</p> <p>Part 8 (Not Applicable)</p> <p>Part 3 should also cover the functions specified by DASR M.A.712 Quality system.</p> <p>Part 4 should also cover contracted/tasked maintenance.</p> <p>Additional parts should be introduced into the combined Exposition covering the following:</p> <p>Part 0 General organisation</p> <p>Part 6 Continuing airworthiness management procedures</p> <p>Part 9 Airworthiness review procedures (if applicable)</p> <p>4. Personnel should be familiar with those parts of the CAME that are relevant to their tasks.</p> <p>5. The CAMO should specify in the CAME who is responsible for the amendment of the document.</p> <p>6. Unless otherwise agreed by the NMAA, the person responsible for the management of the quality system should</p>	
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				<p>be responsible for monitoring and amending the CAME, including any associated procedures manuals, and the submission of proposed amendments to the NMAA. The NMAA may agree a procedure, which will be stated in the amendment control section of the CAME, defining the class of amendments which can be incorporated without the prior consent of the NMAA.</p> <p>7. The CAMO may use Electronic Data Processing (EDP) for publication of the CAME. The CAME should be made available to the NMAA in a form acceptable to the NMAA. Attention should be paid to the compatibility of EDP publication systems with the necessary dissemination of the CAME, both internally and externally.</p> <p>8. Part 0 "General organisation" of the CAME should include a corporate commitment by the CAMO, signed by the Accountable Manager, confirming that the CAME and any associated manuals define the organisation's compliance with EMAR M and will be complied with at all times.</p> <p>9. The Accountable Manager's Exposition statement should embrace the intent of the following paragraph, and this statement may be used without amendment. Any modification to the statement should not alter the intent:</p> <p>"This Exposition defines the organisation and procedures upon which the DASR M.A. Subpart G continuing airworthiness management approval is based. These procedures are approved by the undersigned and should be complied with, as applicable, in order to ensure that all continuing airworthiness tasks of... (quote Operating Organisation's name) fleet of aircraft and/or of all aircraft under contract/tasking in accordance with DASR M.A.201(k) with ... (quote CAMO's name) ... are carried out on time to an approved standard.</p> <p>It is accepted that these procedures do not override the necessity of complying with any new or amended regulation published from time to time where these new or amended regulations are in conflict with these procedures.</p> <p>It is understood that the (NMAA*) will approve this organisation whilst the (NMAA*) is satisfied that the procedures are being followed and the work standard is maintained. It is understood that the (NMAA*) reserves the right to suspend, limit or revoke the DASR M.A. Subpart G continuing airworthiness management approval of the organisation, if the (NMAA*) has evidence that the procedures are not followed and the standards not upheld."</p> <p>Signed.....</p> <p>Dated.....</p>	
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				<p>Accountable Manager and..... (quote position).....</p> <p>For and on behalf of..... (quote organisation's name).....</p> <p>Note: Where it states (NMAA*), please insert the actual name of the NMAA, for example DASA</p> <p>10. Whenever the Accountable Manager changes, it is important to ensure that the new Accountable Manager signs the paragraph 9 statement at the earliest opportunity. Failure to carry out this action could invalidate the DASR M.A. Subpart G approval.</p> <p>11. The CAME should contain information as applicable, on how the CAMO complies with CDCCL instructions.</p>	
<p>AMC to M.A.704(a)</p>			<p>AMC M.A.704(a) Continuing Airworthiness Management Exposition</p> <ol style="list-style-type: none"> 1. The purpose of the CAME is to set forth the procedures, means and methods of the CAMO. Compliance with its contents will assure compliance with DASR M requirements. 2. 'Anybody's DASR.M CAME satisfies the regulatory requirements of a CAME and is the NMAA's preferred CAME format. The template is available from the relevant NMAA desk officer. 3. If Anybody's DASR.M CAME is not used, the NMAA should be engaged early in the process and the CAME should comprise: <ul style="list-style-type: none"> Part 1 - General organisation Part 2 - Continuing airworthiness management Part 3 - Quality system Part 4 - Airworthiness review (if applicable) 4. Personnel should be familiar with those parts of the CAME that are relevant to their tasks. 5. The CAMO should specify in the CAME who is responsible for the amendment of the document. 6. Unless otherwise agreed by the NMAA, the person responsible for the management of the quality system should be responsible for monitoring and amending the CAME, including any associated procedures manuals, and the submission of proposed amendments to the NMAA. The NMAA may agree a procedure, which will be stated in the amendment control section of the CAME, defining the class of amendments which can be incorporated without the prior consent of the NMAA. 	<p>▶◀</p>	



		<p>7. The CAMO may use Electronic Data Processing (EDP) for publication of the CAME. The CAME should be made available to the NMAA in a form acceptable to the NMAA. Attention should be paid to the compatibility of EDP publication systems with the necessary dissemination of the CAME, both internally and externally.</p> <p>8. Part 1 "General organisation" of the CAME should include a corporate commitment by the CAMO, signed by the Accountable Manager, confirming that the CAME and any associated manuals define the organisation's compliance with DASR M and will be complied with at all times.</p> <p>9. The Accountable Manager's Exposition statement should embrace the intent of the following paragraph, and this statement may be used without amendment. Any modification to the statement should not alter the intent:</p> <p style="padding-left: 40px;">This exposition defines the organisation and procedures upon which the DASR M.A. Subpart G continuing airworthiness management approval is based.</p> <p style="padding-left: 40px;">These procedures are approved by the undersigned and should be complied with, as applicable, in order to ensure that all continuing airworthiness tasks of... (quote Operating Organisation's name) fleet of aircraft and/or of all aircraft under contract/tasking in accordance with DASR M.A.201(k) with ... (quote CAMO's name) ... are carried out on time to an approved standard.</p> <p style="padding-left: 40px;">It is accepted that these procedures do not override the necessity of complying with any new or amended regulation published from time to time where these new or amended regulations are in conflict with these procedures.</p> <p style="padding-left: 40px;">It is understood that the NMAA will approve this organisation whilst the NMAA is satisfied that the procedures are being followed and the work standard is maintained. It is understood that the NMAA reserves the right to suspend, vary or revoke the M.A. Subpart G continuing airworthiness management approval of the organisation or the military air operators certificate, as applicable, if the NMAA has evidence that the procedures are not followed and the standards not upheld.</p> <p>Signed.....</p> <p>Dated.....</p> <p>Accountable Manager and..... (quote position).....</p>		
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		<p>For and on behalf of..... (quote organisation's name).....</p> <p>10. Whenever the Accountable Manager changes, it is important to ensure that the new Accountable Manager signs the paragraph 9 statement at the earliest opportunity as part of the acceptance by the NMAA. Whenever the accountable manager is changed it is important to ensure that the new accountable manager signs the paragraph 9 statement at the earliest opportunity as part of the acceptance by the NMAA.</p> <p>Failure to carry out this action invalidates the DASR M.A Subpart G continuing airworthiness management approval or the military air operators certificate.</p> <p>11. The CAME should contain information as applicable, on how the CAMO complies with CDCCL instructions..</p>		
GM to M.A.704(a)(3)		<p>GM M.A.704(a)(3) and GM M.A.704(a)(5) Continuing Airworthiness Management Exposition (AUS)</p> <p>The names of personnel satisfying this regulation can be located in a database or document separate to the CAME providing the database or document is referenced in the CAME and the NMAA is notified of any changes to the person(s) in these positions.</p>	▶▶	
GM to M.A.704(a)(5)		<p>GM M.A.704(a)(3) and GM M.A.704(a)(5) Continuing Airworthiness Management Exposition (AUS)</p> <p>The names of personnel satisfying this regulation can be located in a database or document separate to the CAME providing the database or document is referenced in the CAME and the NMAA is notified of any changes to the person(s) in these positions.</p>	▶▶	
GM to M.A.704(a)(10)		<p>GM M.A.704(a)(10) Continuing Airworthiness Management Exposition (AUS)</p> <p>This includes organisations contracted/tasked to carry out continuing airworthiness management tasks in accordance with DASR M.A.711(a)3.</p>	▶▶	
GM to M.A.704(a)(11)		<p>GM M.A.704(a)(11) Continuing Airworthiness Management Exposition (AUS)</p> <p>This regulation is only applicable if DASR M.A.201(k) is enacted or if a CAMO provides continuing airworthiness management services to another Operating Organisation.</p>	▶▶	
GM to M.A.706(i)		<p>GM M.A.706(i) Personnel requirements (AUS)</p> <p>NOTE: requirements detailed in DASR M.A.707(b) for MARC staff.</p>	▶▶	
AMC to M.A.707(a)		<p>AMC M.A.707(a) Airworthiness review staff</p> <p>1. Airworthiness review staff are only required if the CAMO wants to be granted DASR M.A.711 (b) airworthiness review privileges.</p>	AMC M.A.707(a) Airworthiness review staff	<p>1. Airworthiness review staff are only required if the CAMO wants to be granted DASR M.A.711 (b) airworthiness review privileges.</p>



			<p>2. “experience in continuing airworthiness” means any appropriate combination of experience in tasks related to aircraft maintenance and/or continuing airworthiness management (engineering) and/or surveillance of such tasks.</p> <p>3. A person qualified to the DASR AMC M.A.706(c) paragraph 4.5 should be considered as holding the equivalent to an aeronautical degree.</p> <p>4. An appropriate MAML in compliance with DASR 66 is any one of the following:</p> <ul style="list-style-type: none"> • a category B1 licence in the subcategory of the aircraft reviewed, or • a category B2 or C licence. <p style="text-align: center;">It is not necessary to satisfy the experience requirements of DASR 66.A.20(b)(2) at the time of the review.</p> <p style="text-align: center;">Note: A 'national equivalent' to DASR 66 licence is defined in DASR 145.A.30— Personnel requirements.</p> <p>5. To hold a position with appropriate responsibilities means the airworthiness review staff should have a position in the CAMO independent from the airworthiness management process or with overall authority on the airworthiness management process of complete aircraft.</p> <p style="text-align: center;">Independence from the airworthiness management process may be achieved, among other ways, by:</p> <ul style="list-style-type: none"> - Being authorised to perform airworthiness reviews only on aircraft for which the person has not participated in their management. For example, performing airworthiness reviews on a specific type or series, while being involved in the airworthiness management of a different type or series. - CAMOs that are part of an Operating Organisation that also has a DASR 145 approval, may nominate maintenance personnel from their DASR 145 organisation as airworthiness review staff, as long as they are not involved in the airworthiness management of the aircraft. These personnel should not have been involved in the release to service of that particular aircraft (other than maintenance tasks performed during the physical survey of the aircraft or performed as 	<p>2. “experience in continuing airworthiness” means any appropriate combination of experience in tasks related to aircraft maintenance and/or continuing airworthiness management (engineering) and/or surveillance of such tasks.</p> <p>3. A person qualified to the DASR AMC M.A.706(c) paragraph 4.5 should be considered as holding the equivalent to an aeronautical degree.</p> <p>4. An appropriate MAML in compliance with DASR 66 is any one of the following:</p> <ul style="list-style-type: none"> • a category B1 licence in the subcategory of the aircraft reviewed, or • a category B2 or C licence. <p style="text-align: center;">It is not necessary to satisfy the experience requirements of DASR 66.A.20(b)(2) at the time of the review.</p> <p style="text-align: center;">❖</p> <p>5. To hold a position with appropriate responsibilities means the airworthiness review staff should have a position in the CAMO independent from the airworthiness management process or with overall authority on the airworthiness management process of complete aircraft.</p> <p style="text-align: center;">Independence from the airworthiness management process may be achieved, among other ways, by:</p> <ul style="list-style-type: none"> - Being authorised to perform airworthiness reviews only on aircraft for which the person has not participated in their management. For example, performing airworthiness reviews on a specific type or series, while being involved in the airworthiness management of a different type or series. - CAMOs that are part of an Operating Organisation that also has a DASR 145 approval, may nominate maintenance personnel from their DASR 145 organisation as airworthiness review staff, as long as they are not involved in the airworthiness management of the aircraft. These personnel should not have been involved in the release to service of that particular aircraft (other than maintenance tasks performed during the physical survey of the aircraft or performed as 	
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			<p>a result of findings discovered during such physical survey) to avoid possible conflict of interests.</p> <ul style="list-style-type: none"> - Nominating as airworthiness review staff personnel from the Quality Department of the CAMO. - Contracting/tasking staff from another organisation. <p>Overall authority on the airworthiness management process of complete aircraft may be achieved, among other ways, by:</p> <ul style="list-style-type: none"> - Nominating as airworthiness review staff the Accountable Manager or the Continuing Airworthiness Manager. - Being authorised to perform airworthiness reviews only on those particular aircraft for which the person is responsible for the complete continuing airworthiness management process. 	<p>a result of findings discovered during such physical survey) to avoid possible conflict of interests.</p> <ul style="list-style-type: none"> - Nominating as airworthiness review staff personnel from the Quality Department of the CAMO. - Contracting/tasking staff from another organisation. <p>Overall authority on the airworthiness management process of complete aircraft may be achieved, among other ways, by:</p> <ul style="list-style-type: none"> - Nominating as airworthiness review staff the Accountable Manager or the Continuing Airworthiness Manager. - Being authorised to perform airworthiness reviews only on those particular aircraft for which the person is responsible for the complete continuing airworthiness management process. 	
<p>AMC to M.A.707(a)(1)(i ii)</p>			<p>AMC M.A.707(a)(1)(iii) Airworthiness review staff</p> <p>Formal aeronautical maintenance training means training (internal or external) supported by evidence on the following subjects:</p> <ul style="list-style-type: none"> - Relevant parts of initial and continuing airworthiness regulations; and - Relevant parts of operational requirements and procedures, if applicable; and - The CAME; and - knowledge of a relevant sample of the type(s) of aircraft gained through a formalised training course. These courses should be at least at a level equivalent to DASR 66 Appendix III Level 1 General Familiarisation and could be imparted by a DASR 147 MTO, by the manufacturer, or by any other organisation accepted by the NMAA; and - Maintenance methods; and - Knowledge of the aircraft's type design approved by the MAA / (M)TC holder. 	<p>AMC M.A.707(a)(1)(iii) Airworthiness review staff</p> <p>Formal aeronautical maintenance training means training (internal or external) supported by evidence on the following subjects:</p> <ul style="list-style-type: none"> - ►r◀ relevant parts of initial and continuing airworthiness regulations; and - ►r◀ relevant parts of operational requirements and procedures, if applicable; and - The CAME; and - knowledge of a relevant sample of the type(s) of aircraft gained through a formalised training course. These courses should be at least at a level equivalent to DASR 66 Appendix III Level 1 General Familiarisation and could be imparted by a DASR 147 MTO, by the manufacturer, or by any other organisation accepted by the NMAA; - ► "relevant sample" means that these courses should cover typical systems embodied in those aircraft being within the scope of approval; ◀ - ► maintenance methods. ◀ 	
<p>GM to M.A.707(a)(1)(i v)</p>			<p>GM M.A.707(a)(1)(iv) Airworthiness review staff (AUS)</p>	<p>►◀</p>	



			The airworthiness review staff can be 'dual hatted' with other continuing airworthiness management responsibilities within the CAMO.		
GM to M.A.708			Nil	GM M.A.708 Continuing airworthiness management (AUS)	
				The CAMO should have adequate knowledge of the design status (type specification, customer options, airworthiness directives (ADs), airworthiness limitations contained in the aircraft instructions for continuing airworthiness, modifications, major repairs, operational equipment) and of the required and performed maintenance. The status of aircraft design and maintenance should be adequately documented to support the performance of the quality system.	
				For CS-25 aeroplanes, adequate knowledge of the airworthiness limitations should cover those contained in CS-25 Book 1, Appendix H, paragraph H25.4 and fuel tank system airworthiness limitations including critical design configuration control limitations (CDCCL).	
GM to M.A.708 (b)(2)			GM M.A.708(b)(2) Continuing airworthiness management	GM M.A.708(b)(2) Continuing airworthiness management	
			It is possible that the AMP will be provided to the CAMO for some aircraft types whilst for other aircraft types the AMP is to be 'developed and controlled' by the CAMO. This will be identified by the NMAA on a platform-by-platform basis. In these cases it is possible that the CAMO's responsibilities towards the 'development and control' of the AMP of the aircraft types for which it is responsible will differ. These differences are to be clearly identified in the CAME.	It is possible that the AMP will be provided to the CAMO for some aircraft types whilst for other aircraft types the AMP is to be 'developed and controlled' by the CAMO. This will be identified by the NMAA on a platform-by-platform basis. In these cases it is possible that the CAMO's responsibilities towards the 'development and control' of the AMP of the aircraft types for which it is responsible will differ. These differences are to be clearly identified in the CAME.	
			For clarification, the default Defence position is that the CAMO develops and controls the NMAA approved Aircraft Maintenance Programme (AMP) for the aircraft managed.	▶ T ◀ he default Defence position is that the CAMO develops and controls the NMAA approved Aircraft Maintenance Programme (AMP) for the aircraft managed.	
			The source EMAR also introduced the concept of the participating Member State (or sovereign nation) determining requirements levied on a CAMO in lieu of the NMAA. This concept allows the military possibilities of the CAMO not producing the AMP – rather it may be generated by another Government organisation.	▶ ◀	
			DASR GM M.A.708(b)(2)(ii) provides clarification on amending the AMP.	▶ ◀	
GM to M.A.708(b)			GM M.A.708(b) Continuing airworthiness management (AUS)	▶ ◀	
			NOTE: ▶ Appendix II to AMC M.A.201(h)1 contains details on subcontracting/tasking continuing airworthiness management tasks.		
GM to M.A.708(B)(2)(i)			GM M.A.708(b)(2)(ii) Continuing airworthiness management (AUS)	GM M.A.708(b)(2)(ii) Continuing airworthiness management (AUS)	
			1. Consistent with DASR M.A.704(c) the indirect approval procedure shall define the eligible amendments,(ie scope of changes) to the AMP, be established by the	1. Consistent with DASR M.A.704(c) the indirect approval procedure shall define the eligible amendments,(ie scope of changes) to the AMP, be established by the	



			<p>CAMO as part of the CAME and be approved by the NMAA.</p> <p>2. The requirements for AMP and maintenance data are reflected in DASR 21.A.57—Manuals, DASR 21.A.61—Instructions for Continuing Airworthiness, DASR M.A.304—Data for modifications and repairs, and DASR 145.A.45—Maintenance data. While ICA and manuals are initially produced and distributed by the MTC holder, the authority to amend ICA and manuals depends on their nature as follows:</p> <p>a. Airworthiness Limitations (AwL), Critical Design Configuration Control Limitations (CDCCL) and Certification Maintenance Requirements (CMR) are mandatory requirements identified and set by the NMAA at the point of initial type certification, and hence may only be changed by the NMAA.</p> <p>b. Servicing intervals. The extension of servicing intervals beyond those set at the point of type certification may only be approved by the NMAA, or MDOA holder or equivalent supporting the Military Type-certificate holder. CAMOs may reduce servicing intervals from those set by the MTC holder, eg to combine servicings and package maintenance events, without the MTC holder's approval. CAMOs may also be granted a NMAA privilege through an indirect approval procedure to use Maintenance Steering Group 3 (MSG3) or Reliability Centred Maintenance (RCM) philosophy to amend intervals (including extensions) based on data from similar parts and appliances in service.</p> <p>c. Changes to serviceability criteria such as the type of inspection, amount of acceptable wear, required torque or pressure etc are design changes and hence may only be approved by the applicable MDOA holder or equivalent.</p> <p>d. Other permitted amendments. Other amendments may be made by the CAMO or DASR 145 AMO or equivalent if there is no material effect to the outcome of the maintenance procedure (including serviceability and other quantitative criteria), for example:</p> <ol style="list-style-type: none"> i. Where the original intent can be carried out in a more practical or efficient manner. ii. Where the original intent cannot be achieved by following the instructions as written. iii. The use of alternative tools/equipment to that specified. 	<p>CAMO as part of the CAME and be approved by the NMAA.</p> <p>▶◀</p>	
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AMC to M.A.708(b)(3)		AMC M.A.708(b)(3) Continuing airworthiness management (AUS)	▶◀	
		When managing the accomplishment of modifications or repairs the organisation should ensure that Critical Design Configuration Control Limitations (CDCCL) (if applicable) are taken into account.		
GM to M.A.708(b)(6)		GM M.A.708(b)(6) Continuing airworthiness management (AUS)	▶◀	
		In the context of this regulation, a DASR 145 AMO also includes one assessed to be equivalent at DASR M.A.201(g) .		
GM to M.A.708(b)(7)		GM M.A.708(b)(7) Continuing airworthiness management (AUS)	▶◀	
		In the context of this regulation, a DASR 145 AMO also includes one assessed to be equivalent at DASR M.A.201(g) .		
GM to M.A.708(b)(8)		GM M.A.708(b)(8) Continuing airworthiness management (AUS)	▶◀	
		REPLACEMENT OF SERVICE LIFE LIMITED PARTS		
		At the end of the approved service life, the component must be removed from the aircraft for maintenance, or for disposal in the case of components with a certified life limit. The exception is if the service life has been extended or a repair solution has been approved according to DASR M.A.304—Data for modifications and repairs .		
Appendix XI to AMC to M.A.708(c)		Appendix XI to AMC M.A.708(c) - Contracted/tasked maintenance	Appendix XI to AMC M.A.708(c) - Contracted/tasked maintenance	
		1. Maintenance contracts/tasking	1. Maintenance contracts/tasking	
		The following paragraphs are not intended to provide a standard maintenance contract/tasking document but to provide a list of the main points that should be addressed, when applicable, in a maintenance contract/tasking between an Operating Organisation/CAMO and an DASR 145 AMO. The following paragraphs only address technical matters and exclude matters such as costs, delay, warranty, etc.	The following paragraphs are not intended to provide a standard maintenance contract/tasking document but to provide a list of the main points that should be addressed, when applicable, in a maintenance contract/tasking between an Operating Organisation/CAMO and an DASR 145 AMO. The following paragraphs only address technical matters and exclude matters such as costs, delay, warranty, etc.	
		When maintenance is contracted/tasked to more than one DASR 145 AMO (for example aircraft base maintenance to X and engine maintenance to Y), attention should be paid to the consistency of the different maintenance contracts/taskings.	When maintenance is contracted/tasked to more than one DASR 145 AMO (for example aircraft base maintenance to X and engine maintenance to Y), attention should be paid to the consistency of the different maintenance contracts/taskings.	
		A maintenance contract/tasking is not normally intended to provide appropriate detailed work instruction to the personnel (and is not normally distributed as such). Accordingly there should be established organisational responsibility, procedures and routines in the CAMO and DASR 145 AMOs to take care of these functions in a satisfactory way such that any person involved is informed about his/her responsibility and the procedures which	A maintenance contract/tasking is not normally intended to provide appropriate detailed work instruction to the personnel (and is not normally distributed as such). Accordingly there should be established organisational responsibility, procedures and routines in the CAMO and DASR 145 AMOs to take care of these functions in a satisfactory way such that any person involved is informed about his/her responsibility and the procedures which	



		<p>apply. These procedures and routines can be included/appended to the CAME and the DASR 145 AMO's MOE or be located in separate procedures. Procedures and routines should always reflect the conditions of the contract/tasking.</p> <p>NOTE: In the case where an Operating Organisation contracts/tasks an DASR 145 AMO through a CAMO (in accordance with DASR M.A.201(h)2 and DASR M.A.201(k)), it is important that all organisations fully understand their responsibilities for the continuing airworthiness of the aircraft operated. The text in this Appendix should be modified accordingly to ensure that the allocation of responsibilities is clearly detailed.</p> <p>2. Aircraft/Engine maintenance</p> <p>The following subparagraphs may be adapted to a maintenance contract/tasking that applies to aircraft base maintenance, aircraft line maintenance and engine maintenance.</p> <p>Aircraft maintenance also includes the maintenance of the engines and APU while they are installed on the aircraft.</p> <p>2.1. Scope of work</p> <p>The type of maintenance to be performed by the DASR 145 AMO should be specified unambiguously. In case of line and/or base maintenance, the contract/tasking should specify the aircraft type and include the aircrafts' registrations.</p> <p>In case of engine maintenance, the contract/tasking should specify the engine type.</p> <p>2.2. Locations identified for the performance of maintenance / Certificates held</p> <p>The place(s) where base, line or engine maintenance, as applicable, will be performed should be specified. The approval certificate held by the DASR 145 AMO at the place(s) where the maintenance will be performed should be referred to in the contract/tasking. If necessary the contract/tasking may address the possibility of performing maintenance at any location subject to the need for such maintenance arising either from the unserviceability of the aircraft or from the necessity of supporting occasional line maintenance.</p> <p>2.3. DASR 145 AMO contracting/tasking with approved/non-approved organisations</p> <p>The maintenance contract/tasking should specify under which conditions the DASR 145 AMO may contract tasks to a third party (whether this third party is DASR 145 approved or not). At least the contract/tasking should make reference to DASR 145.A.75. Additional guidance is</p>	<p>apply. These procedures and routines can be included/appended to the CAME and the DASR 145 AMO's MOE or be located in separate procedures. Procedures and routines should always reflect the conditions of the contract/tasking.</p> <p>NOTE: In the case where an Operating Organisation contracts/tasks an DASR 145 AMO through a CAMO (in accordance with DASR M.A.201(h)2 and DASR M.A.201(k)), it is important that all organisations fully understand their responsibilities for the continuing airworthiness of the aircraft operated. The text in this Appendix should be modified accordingly to ensure that the allocation of responsibilities is clearly detailed.</p> <p>2. Aircraft/Engine maintenance</p> <p>The following subparagraphs may be adapted to a maintenance contract/tasking that applies to aircraft base maintenance, aircraft line maintenance and engine maintenance.</p> <p>Aircraft maintenance also includes the maintenance of the engines and APU while they are installed on the aircraft.</p> <p>2.1. Scope of work</p> <p>The type of maintenance to be performed by the DASR 145 AMO should be specified unambiguously. In case of line and/or base maintenance, the contract/tasking should specify the aircraft type and include the aircrafts' registrations.</p> <p>In case of engine maintenance, the contract/tasking should specify the engine type.</p> <p>2.2. Locations identified for the performance of maintenance / Certificates held</p> <p>The place(s) where base, line or engine maintenance, as applicable, will be performed should be specified. The approval certificate held by the DASR 145 AMO at the place(s) where the maintenance will be performed should be referred to in the contract/tasking. If necessary the contract/tasking may address the possibility of performing maintenance at any location subject to the need for such maintenance arising either from the unserviceability of the aircraft or from the necessity of supporting occasional line maintenance.</p> <p>2.3. DASR 145 AMO contracting/tasking with approved/non-approved organisations</p> <p>The maintenance contract/tasking should specify under which conditions the DASR 145 AMO may contract tasks to a third party (whether this third party is DASR 145 approved or not). At least the contract/tasking should make reference to DASR 145.A.75. Additional guidance is</p>	
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		<p>provided by AMC DASR 145.A.75. In addition the CAMO may require the DASR 145 AMO to obtain the Operating Organisation's agreement before contracting to a third party. Access should be given to the Operating Organisation/CAMO to any information (especially the quality monitoring information) about the DASR 145 AMO's contractors involved in the contract/tasking.</p> <p>2.4. Aircraft Maintenance Programme</p> <p>The AMP under which the maintenance has to be performed should be specified.</p> <p>2.5. Quality monitoring</p> <p>The terms of the contract/tasking should include a provision allowing the CAMO to perform a quality surveillance (including audits) upon the DASR 145 AMO. The maintenance contract/tasking should specify how the results of the quality surveillance are taken into account by the DASR 145 AMO (see also paragraph 2.22. 'Meetings').</p> <p>2.6. NMAA involvement</p> <p>TO BE ADDED LATER IF REQUIRED.</p> <p>2.7. Airworthiness data</p> <p>The airworthiness data used for the purpose of this contract/tasking should be specified. This may include, but not be limited to:</p> <ul style="list-style-type: none"> - AMP, - Airworthiness Directives, - operational directives with a continuing airworthiness impact, - Service Bulletins (or national equivalent), - major repairs/modification data, - Aircraft Maintenance Manual, - aircraft Illustrated Parts Catalogue, - wiring diagrams, - trouble shooting manual, - Minimum Equipment List (if applicable), - Configuration Deviation List (if applicable) - operators manual, - Aircraft Flight Manual, 	<p>provided by AMC DASR 145.A.75. In addition the CAMO may require the DASR 145 AMO to obtain the Operating Organisation's agreement before contracting to a third party. Access should be given to the Operating Organisation/CAMO to any information (especially the quality monitoring information) about the DASR 145 AMO's contractors involved in the contract/tasking.</p> <p>2.4. Aircraft Maintenance Programme</p> <p>The AMP under which the maintenance has to be performed should be specified.</p> <p>2.5. Quality monitoring</p> <p>The terms of the contract/tasking should include a provision allowing the CAMO to perform a quality surveillance (including audits) upon the DASR 145 AMO. The maintenance contract/tasking should specify how the results of the quality surveillance are taken into account by the DASR 145 AMO (see also paragraph 2.22. 'Meetings').</p> <p>2.6. NMAA involvement</p> <p>TO BE ADDED LATER IF REQUIRED.</p> <p>2.7. Airworthiness data</p> <p>The airworthiness data used for the purpose of this contract/tasking should be specified. This may include, but not be limited to:</p> <ul style="list-style-type: none"> - AMP, - Airworthiness Directives, - operational directives with a continuing airworthiness impact, - Service Bulletins (or national equivalent), - major repairs/modification data, - Aircraft Maintenance Manual, - aircraft Illustrated Parts Catalogue, - wiring diagrams, - trouble shooting manual, - Minimum Equipment List (if applicable), - Configuration Deviation List (if applicable) - operators manual, - Aircraft Flight Manual, 	
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		<ul style="list-style-type: none"> - engine maintenance manual, - engine overhaul manual. <p>2.8. Incoming Conditions</p> <p>The contract/tasking should specify in which condition the Operating Organisation should send the aircraft to the DASR 145 AMO. For larger maintenance activities, it may be beneficial that a work scope planning meeting be organised so that the tasks to be performed may be commonly agreed (see also paragraph 2.23: 'Meetings').</p> <p>2.9. Airworthiness Directives and Service Bulletin/Modifications</p> <p>The contract/tasking should specify what information the CAMO is responsible to provide to the DASR 145 AMO, such as the due date of the Airworthiness Directives (ADs), the selected means of compliance, the decision to embody Service Bulletins (SBs) or modifications, etc. In addition, the type of information the CAMO will need in return to complete the control of ADs and modification status should be specified.</p> <p>2.10. Hours and Cycles control</p> <p>Hours and cycles control is the responsibility of the CAMO, but there may be cases where the DASR 145 AMO should receive the current flight hours and cycles on a regular basis so that it may update the records for its own planning functions (see also paragraph 2.22: 'Exchange of information').</p> <p>2.11. Service life-limited components</p> <p>Service life-limited components control is the responsibility of the CAMO.</p> <p>The DASR 145 AMO will have to provide the CAMO with all the necessary information about the service life-limited components removal/installation so that the CAMO may update its records (see also paragraph 2.22 'Exchange of information').</p> <p>2.12. Supply of parts</p> <p>The contract/tasking should specify whether a particular type of material or component is supplied by the Operating Organisation/CAMO or by the contracted/tasked DASR 145 AMO, which type of component is pooled, etc. The contract/tasking document should clearly state that it is the DASR 145 AMO's responsibility to be satisfied that the component in question meets the approved data/standard and to ensure that the aircraft component is in a satisfactory condition for installation. The DASR 145 AMO should not 'blindly' accept whatever is supplied by the</p>	<ul style="list-style-type: none"> - engine maintenance manual, - engine overhaul manual. <p>2.8. Incoming Conditions</p> <p>The contract/tasking should specify in which condition the Operating Organisation should send the aircraft to the DASR 145 AMO. For larger maintenance activities, it may be beneficial that a work scope planning meeting be organised so that the tasks to be performed may be commonly agreed (see also paragraph 2.23: 'Meetings').</p> <p>2.9. Airworthiness Directives and Service Bulletin/Modifications</p> <p>The contract/tasking should specify what information the CAMO is responsible to provide to the DASR 145 AMO, such as the due date of the Airworthiness Directives (ADs), the selected means of compliance, the decision to embody Service Bulletins (SBs) or modifications, etc. In addition, the type of information the CAMO will need in return to complete the control of ADs and modification status should be specified.</p> <p>2.10. Hours and Cycles control</p> <p>Hours and cycles control is the responsibility of the CAMO, but there may be cases where the DASR 145 AMO should receive the current flight hours and cycles on a regular basis so that it may update the records for its own planning functions (see also paragraph 2.22: 'Exchange of information').</p> <p>2.11. Service life-limited components</p> <p>Service life-limited components control is the responsibility of the CAMO.</p> <p>The DASR 145 AMO will have to provide the CAMO with all the necessary information about the service life-limited components removal/installation so that the CAMO may update its records (see also paragraph 2.22 'Exchange of information').</p> <p>2.12. Supply of parts</p> <p>The contract/tasking should specify whether a particular type of material or component is supplied by the Operating Organisation/CAMO or by the contracted/tasked DASR 145 AMO, which type of component is pooled, etc. The contract/tasking document should clearly state that it is the DASR 145 AMO's responsibility to be satisfied that the component in question meets the approved data/standard and to ensure that the aircraft component is in a satisfactory condition for installation. The DASR 145 AMO should not 'blindly' accept whatever is supplied by the</p>	
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		<p>Operating Organisation/CAMO. Additional AMC and GM is detailed for DASR 145.A.42 'Acceptance of components'.</p> <p>2.13. Pooled parts at line stations</p> <p>If applicable the contract/tasking should specify how the subject of pooled parts at line stations should be addressed.</p> <p>2.14. Scheduled maintenance</p> <p>When planning scheduled maintenance, the support documentation to be given to the DASR 145 AMO should be specified. This may include, but not be limited to:</p> <ul style="list-style-type: none"> - applicable work package, including job cards; - - scheduled component removal list; - - modifications to be incorporated. <p>When the DASR 145 AMO determines, for any reason, to defer a maintenance task, it has to be formally agreed with the CAMO. If the deferment goes beyond an approved limit, see paragraph 2.17: 'Deviation from the maintenance schedule'. This should be addressed, where applicable, in the maintenance contract/tasking document.</p> <p>2.15. Unscheduled maintenance/Defect rectification</p> <p>The contract/tasking should specify to which level the DASR 145 AMO may rectify a defect without reference to the Operating Organisation/CAMO. As a minimum, the acceptance and incorporation of major repairs should be addressed. The deferment of any defect rectification should be submitted to the CAMO and, if applicable, to the NMAA.</p> <p>2.16. Deferred maintenance</p> <p>See paragraphs 2.14 and 2.15 above and AMC DASR 145.A.50(e). In addition, for aircraft line and base maintenance the use of the MEL and CDL (if applicable) or deferred defect process at AMC M.A.301(a)2 should be addressed.</p> <p>2.17. Deviation from the maintenance schedule</p> <p>Deviations have to be granted by the CAMO in accordance with a procedure approved by the NMAA. The contract/tasking should specify the support the DASR 145 AMO may provide to the CAMO in order to substantiate a request for deviation from the maintenance schedule.</p> <p>2.18. Maintenance check flight</p>	<p>Operating Organisation/CAMO. Additional AMC and GM is detailed for DASR 145.A.42 'Acceptance of components'.</p> <p>2.13. Pooled parts at line stations</p> <p>If applicable the contract/tasking should specify how the subject of pooled parts at line stations should be addressed.</p> <p>2.14. Scheduled maintenance</p> <p>When planning scheduled maintenance, the support documentation to be given to the DASR 145 AMO should be specified. This may include, but not be limited to:</p> <ul style="list-style-type: none"> - applicable work package, including job cards; - - scheduled component removal list; - - modifications to be incorporated. <p>When the DASR 145 AMO determines, for any reason, to defer a maintenance task, it has to be formally agreed with the CAMO. If the deferment goes beyond an approved limit, see paragraph 2.17: 'Deviation from the maintenance schedule'. This should be addressed, where applicable, in the maintenance contract/tasking document.</p> <p>2.15. Unscheduled maintenance/Defect rectification</p> <p>The contract/tasking should specify to which level the DASR 145 AMO may rectify a defect without reference to the Operating Organisation/CAMO. As a minimum, the acceptance and incorporation of major repairs should be addressed. The deferment of any defect rectification should be submitted to the CAMO and, if applicable, to the NMAA.</p> <p>2.16. Deferred maintenance</p> <p>See paragraphs 2.14 and 2.15 above and AMC DASR 145.A.50(e). In addition, for aircraft line and base maintenance the use of the MEL and CDL (if applicable) or deferred defect process at AMC M.A.301(a)2 should be addressed.</p> <p>2.17. Deviation from the maintenance schedule</p> <p>Deviations have to be granted by the CAMO in accordance with a procedure approved by the NMAA. The contract/tasking should specify the support the DASR 145 AMO may provide to the CAMO in order to substantiate a request for deviation from the maintenance schedule.</p> <p>2.18. Maintenance check flight</p>	
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		<p>If a maintenance check flight is required after aircraft maintenance, it should be performed in accordance with the procedures established in the CAME.</p> <p>2.19. Engine Test</p> <p>The contract/tasking should specify the acceptability criterion and whether a representative of the Operating Organisation/CAMO should witness an engine undergoing test.</p> <p>2.20. Release to service documentation</p> <p>The release to service has to be performed by the DASR 145 AMO in accordance with its MOE procedures. The contract/tasking should, however, specify which aircraft documentation should be used (e.g. Aircraft technical log,) and the documentation the DASR 145 AMO should provide to the CAMO upon delivery of the aircraft. This may include, but not limited to:-</p> <ul style="list-style-type: none"> - Certificate of Release to Service — mandatory, - - maintenance check flight report, - - list of modifications embodied, - - list of repairs, - - list of ADs incorporated, - - engine test report. - maintenance visit report. <p>2.21. Maintenance recording</p> <p>The Operating Organisation/CAMO may contract/task the DASR 145 AMO to retain some of the maintenance records required by DASR M.A. Subpart C. It should be ensured that every requirement of DASR M.A. Subpart C is fulfilled by either the Operating Organisation/CAMO or the DASR 145 AMO. In such a case, free and quick access to the above-mentioned records should be given by the DASR 145 AMO to the Operating Organisation/CAMO.</p> <p>2.22. Exchange of information</p> <p>Each time exchange of information between the Operating Organisation/CAMO and the DASR 145 AMO is necessary, the contract/tasking should specify what information should be provided and when (i.e. on what occasion or at what frequency), how, by whom and to whom it has to be transmitted.</p> <p>2.23. Meetings</p>	<p>If a maintenance check flight is required after aircraft maintenance, it should be performed in accordance with the procedures established in the CAME.</p> <p>2.19. Engine Test</p> <p>The contract/tasking should specify the acceptability criterion and whether a representative of the Operating Organisation/CAMO should witness an engine undergoing test.</p> <p>2.20. Release to service documentation</p> <p>The release to service has to be performed by the DASR 145 AMO in accordance with its MOE procedures. The contract/tasking should, however, specify which aircraft documentation should be used (e.g. Aircraft technical log,) and the documentation the DASR 145 AMO should provide to the CAMO upon delivery of the aircraft. This may include, but not limited to:-</p> <ul style="list-style-type: none"> - Certificate of Release to Service — mandatory, - - maintenance check flight report, - - list of modifications embodied, - - list of repairs, - - list of ADs incorporated, - - engine test report. <p style="text-align: center;">▶◀</p> <p>2.21. Maintenance recording</p> <p>The Operating Organisation/CAMO may contract/task the DASR 145 AMO to retain some of the maintenance records required by DASR M.A. Subpart C. It should be ensured that every requirement of DASR M.A. Subpart C is fulfilled by either the Operating Organisation/CAMO or the DASR 145 AMO. In such a case, free and quick access to the above-mentioned records should be given by the DASR 145 AMO to the Operating Organisation/CAMO.</p> <p>2.22. Exchange of information</p> <p>Each time exchange of information between the Operating Organisation/CAMO and the DASR 145 AMO is necessary, the contract/tasking should specify what information should be provided and when (i.e. on what occasion or at what frequency), how, by whom and to whom it has to be transmitted.</p> <p>2.23. Meetings</p>	
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		<p>To ensure that a good communication system exists between the Operating Organisation/CAMO and the DASR 145 AMO, the terms of the maintenance contract/tasking should include the provision for a certain number of meetings to be held between all parties.</p> <p>2.23.1. Contract/tasking review</p> <p>Before the contract/tasking is applicable, it is very important for the technical personnel of all parties that are involved in the application of the contract/tasking to meet, in order to be sure that every point leads to a common understanding of the duties of all parties.</p> <p>2.23.2. Work scope planning meeting</p> <p>Work scope planning meetings may be organised so that the tasks to be performed may be commonly agreed.</p> <p>2.23.3. Technical meeting</p> <p>Scheduled meetings may be organised in order to review on a regular basis technical matters such as ADs, SBs (or national equivalent), future modifications, major defects found during maintenance check, reliability, etc.</p> <p>2.23.4. Quality meeting</p> <p>Quality meetings may be organised in order to examine matters raised by the CAMO's DASR M.A.712 quality surveillance and to agree upon necessary corrective actions.</p> <p>2.23.5. Reliability meeting</p> <p>When a reliability programme exists (DASR M.A.302(f) refers), the contract/tasking should specify the CAMO's and the DASR 145 AMO's respective involvement in that programme, including the participation in reliability meetings.</p>	<p>To ensure that a good communication system exists between the Operating Organisation/CAMO and the DASR 145 AMO, the terms of the maintenance contract/tasking should include the provision for a certain number of meetings to be held between all parties.</p> <p>2.23.1. Contract/tasking review</p> <p>Before the contract/tasking is applicable, it is very important for the technical personnel of all parties that are involved in the application of the contract/tasking to meet, in order to be sure that every point leads to a common understanding of the duties of all parties.</p> <p>2.23.2. Work scope planning meeting</p> <p>Work scope planning meetings may be organised so that the tasks to be performed may be commonly agreed.</p> <p>2.23.3. Technical meeting</p> <p>Scheduled meetings may be organised in order to review on a regular basis technical matters such as ADs, SBs (or national equivalent), future modifications, major defects found during maintenance check, reliability, etc.</p> <p>2.23.4. Quality meeting</p> <p>Quality meetings may be organised in order to examine matters raised by the CAMO's DASR M.A.712 quality surveillance and to agree upon necessary corrective actions.</p> <p>2.23.5. Reliability meeting</p> <p>When a reliability programme exists (DASR M.A.302(f) refers), the contract/tasking should specify the CAMO's and the DASR 145 AMO's respective involvement in that programme, including the participation in reliability meetings.</p>	
<p>AMC to M.A.709</p>		<p>Nil</p>	<p>AMC M.A.709(a) Documentation (AUS)</p> <p>When a CAMO is contracted/tasked under DASR M.A.201(k) for the management of the continuing airworthiness of aircraft operated by the Operating Organisation and it uses maintenance data provided by the Operating Organisation, the CAMO is responsible for ensuring that this data is current. As a consequence, it should establish appropriate procedures or provisions in the contract/tasking with the Operating Organisation.</p> <p>The sentence "..., except when required by DASR M.A.714", means, in particular, the need to keep a copy of the Operating Organisation's data which was used to perform continuing airworthiness activities during the contract/tasking period.</p>	
<p>AMC to M.A.709(a)</p>		<p>AMC M.A.709(a) Documentation (AUS)</p>	<p>▶◀</p>	



			The CAMO is responsible for ensuring that the maintenance data is current. As a consequence, it should establish appropriate procedures or provisions in the contract/tasking with the Operating Organisation/(M)TC holder / any other organisation as defined in DASR 21 as appropriate.		
GM to M.A.709(a)			GM M.A.709(a) Documentation (AUS) The last sentence of DASR M.A.709(a) caters for the scenario where a CAMO is contracted/tasked by an Operating Organisation (see DASR M.A.201(k)). When the contract/tasking expires, the CAMO no longer needs to retain the data, subject to the requirements of DASR M.A.714—Record keeping .	▶◀	
AMC to M.A.710(a)			AMC M.A.710(a) Airworthiness review 1. A review is a check of at least the following categories of documents: <ul style="list-style-type: none"> - registration papers (where applicable); - DASR M.A.305 aircraft continuing airworthiness record system; - DASR M.A.306 aircraft technical log; - list of deferred defects, MEL and CDL (if applicable); - aircraft flight manual and / or any other manuals required by the NMAA including aircraft configuration; - AMP and associated reliability program; - maintenance data; - relevant work packages; - AD status; - modification and SB status (or national equivalent); - modification and repair approval sheets; - list of service life-limited components (to include list of engine and / or propeller modules where appropriate); - relevant DASR Form 1s or equivalent; - weight and balance report and installed equipment list; - aircraft, engine and propeller (M)TC Data Sheets; 	AMC M.A.710(a) Airworthiness review 1. A review is a check of at least the following categories of documents: <ul style="list-style-type: none"> - registration papers (where applicable); - DASR M.A.305 aircraft continuing airworthiness record system; - DASR M.A.306 aircraft technical log; - list of deferred defects, MEL and CDL (if applicable); - aircraft flight manual and / or any other manuals required by the NMAA including aircraft configuration; - AMP ▶◀; - maintenance data; - relevant work packages; - AD status; - modification and SB status (or national equivalent); - modification and repair approval sheets; - list of service life-limited components (to include list of engine and / or propeller modules where appropriate); - relevant DASR Form 1s or equivalent; - weight and balance report and installed equipment list; - aircraft, engine and propeller (M)TC Data Sheets; 	



			<p>- if applicable, latest symmetry report.</p> <p>As a minimum, sample checks within each document category should be carried out. If discrepancies are found during the sample check, further investigation should be carried out to the extent necessary to determine the level of the discrepancy and such discrepancies are to be recorded within the organisations QMS findings management system.</p> <p>2. In the context of DASR M.A.710(a), 'fully documented' means that the CAMO should develop procedures for airworthiness review staff to produce a compliance report that confirms the above have been reviewed and, based on objective evidence, found to be in compliance with DASR M.</p> <p>In this context, 'objective evidence' is physical evidence that an individual auditing the airworthiness review can inspect and evaluate for themselves. It provides compelling evidence that the review or audit was actually performed as indicated, and that the criteria in DASR M.A.710(a) were found to be in order.</p> <p>3. When carrying out an airworthiness review the airworthiness review staff may rely on the records of a past review to determine if particular requirements have been complied with in the past. For example, when checking modifications for DASR 21 approvals, the airworthiness review staff may use the records of a past review to establish that all modifications checked during the past review were compliant. The records for the current airworthiness review should clearly identify the items that have been verified using the records of a past review and should cross refer to these records held by the CAMO.</p> <p>4. It is important that the CAMO holds the original records of the past review regardless if these records are used to support the findings of the current and subsequent reviews or not. To allow proper assessment, the records of a past review should include the following information as a minimum:</p> <ul style="list-style-type: none"> a. details of all the items checked previously; b. the date it was checked; c. the details of the findings; d. relevant corrective action if applicable; e. identification of the airworthiness review, and support (eg: competent person, SME, etc...) staff who checked the item; and f. identification of the CAMO that carried out the review. 	<p>- if applicable, latest symmetry report.</p> <p>As a minimum, sample checks within each document category should be carried out.▶◀</p> <p>2. In the context of DASR M.A.710(a), 'fully documented' means that the CAMO should develop procedures for airworthiness review staff to produce a compliance report that confirms the above have been reviewed and, based on objective evidence, found to be in compliance with DASR M.</p> <p>In this context, 'objective evidence' is physical evidence that an individual auditing the airworthiness review can inspect and evaluate for themselves. It provides compelling evidence that the review or audit was actually performed as indicated, and that the criteria in DASR M.A.710(a) were found to be in order.</p> <p>3. When carrying out an airworthiness review the airworthiness review staff may rely on the records of a past review to determine if particular requirements have been complied with in the past. For example, when checking modifications for DASR 21 approvals, the airworthiness review staff may use the records of a past review to establish that all modifications checked during the past review were compliant. The records for the current airworthiness review should clearly identify the items that have been verified using the records of a past review and should cross refer to these records held by the CAMO.</p> <p>4. It is important that the CAMO holds the original records of the past review regardless if these records are used to support the findings of the current and subsequent reviews or not. To allow proper assessment, the records of a past review should include the following information as a minimum:</p> <ul style="list-style-type: none"> a. details of all the items checked previously; b. the date it was checked; c. the details of the findings; d. relevant corrective action if applicable; e. identification of the airworthiness review, and support (eg: competent person, SME, etc...) staff who checked the item; and f. identification of the CAMO that carried out the review. 	
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		<p>5. When relying on the records of a past review to determine whether particular requirements have been complied with in relation to product, parts or appliances, it should be confirmed that the records actually relate to the product currently fitted to the aircraft, by part number and serial number, if applicable. For example, if records of a past review are used to establish that an Airworthiness Directive has been complied with in relation to an engine, it should be established that the record relates to the particular engine serial number that is currently fitted to the aircraft. The records of a past review will have no relevance in relation to product, parts or appliances if the product, parts or appliance is no longer fitted to the aircraft.</p>	<p>When relying on the records of a past review to determine whether particular requirements have been complied with in relation to product, parts or appliances, it should be confirmed that the records actually relate to the product currently fitted to the aircraft, by part number and serial number, if applicable. For example, if records of a past review are used to establish that an Airworthiness Directive has been complied with in relation to an engine, it should be established that the record relates to the particular engine serial number that is currently fitted to the aircraft. The records of a past review will have no relevance in relation to product, parts or appliances if the product, parts or appliance is no longer fitted to the aircraft.</p>	
AMC to M.A.710(b)		<p>AMC M.A.710(b) and (c) Airworthiness review</p> <p>1. The physical survey could require actions categorised as maintenance, eg operational tests, tests of emergency equipment, visual inspections requiring panel opening etc. In this case, after the airworthiness review, a CRS for aircraft should be issued in accordance with DASR 145.</p> <p>When the airworthiness review staff are not appropriately authorised to release such maintenance, DASR M.A.710(b) requires them to be assisted by DASR 145.A.35 certifying staff. However, the function of such certifying staff is limited to performing and releasing the maintenance actions requested by the airworthiness review staff; it is not their function to perform the physical survey of the aircraft. As stated in DASR M.A.710(b), the airworthiness review staff shall carry out the physical survey of the aircraft, and this survey includes the verification that no inconsistencies can be found between the aircraft and the documented review of records.</p> <p>2. The physical survey of the aircraft may include verifications to be carried out during flight.</p> <p>3. The CAMO should develop procedures for the airworthiness review staff to produce a compliance report that confirms the physical survey has been carried out and found satisfactory.</p> <p>4. To ensure compliance the physical survey of the aircraft may include relevant sample checks of items. The relevant physical sample checks of items should be comparing the aircraft condition and configuration in relation to the samples identified and checked during the document review conducted in DASR M.A.710(a).</p>	<p>AMC M.A.710(b) and (c) Airworthiness review</p> <p>1. The physical survey could require actions categorised as maintenance, eg operational tests, tests of emergency equipment, visual inspections requiring panel opening etc. In this case, after the airworthiness review, a CRS for aircraft should be issued in accordance with DASR 145.</p> <p>When the airworthiness review staff are not appropriately authorised to release such maintenance, DASR M.A.710(b) requires them to be assisted by DASR 145.A.35 certifying staff. However, the function of such certifying staff is limited to performing and releasing the maintenance actions requested by the airworthiness review staff; it is not their function to perform the physical survey of the aircraft. As stated in DASR M.A.710(b), the airworthiness review staff shall carry out the physical survey of the aircraft, and this survey includes the verification that no inconsistencies can be found between the aircraft and the documented review of records.</p> <p>2. The physical survey of the aircraft may include verifications to be carried out during flight.</p> <p>3. The CAMO should develop procedures for the airworthiness review staff to produce a compliance report that confirms the physical survey has been carried out and found satisfactory.</p> <p>4. To ensure compliance the physical survey of the aircraft may include relevant sample checks of items. ▶◀</p>	
AMC to M.A.710(c)		<p>AMC M.A.710(b) and (c) Airworthiness review</p> <p>5. The physical survey could require actions categorised as maintenance, eg operational tests, tests of emergency equipment, visual inspections requiring panel opening etc. In this case, after the airworthiness review, a CRS for aircraft should be issued in accordance with DASR 145.</p>	<p>AMC M.A.710(b) and (c) Airworthiness review</p> <p>1. The physical survey could require actions categorised as maintenance, eg operational tests, tests of emergency equipment, visual inspections requiring panel opening etc. In this case, after the airworthiness review, a CRS for aircraft should be issued in accordance with DASR 145.</p>	



			<p>When the airworthiness review staff are not appropriately authorised to release such maintenance, DASR M.A.710(b) requires them to be assisted by DASR 145.A.35 certifying staff. However, the function of such certifying staff is limited to performing and releasing the maintenance actions requested by the airworthiness review staff; it is not their function to perform the physical survey of the aircraft. As stated in DASR M.A.710(b), the airworthiness review staff shall carry out the physical survey of the aircraft, and this survey includes the verification that no inconsistencies can be found between the aircraft and the documented review of records.</p> <p>6. The physical survey of the aircraft may include verifications to be carried out during flight.</p> <p>7. The CAMO should develop procedures for the airworthiness review staff to produce a compliance report that confirms the physical survey has been carried out and found satisfactory.</p> <p>To ensure compliance the physical survey of the aircraft may include relevant sample checks of items. The relevant physical sample checks of items should be comparing the aircraft condition and configuration in relation to the samples identified and checked during the document review conducted in DASR M.A.710(a).</p>	<p>When the airworthiness review staff are not appropriately authorised to release such maintenance, DASR M.A.710(b) requires them to be assisted by DASR 145.A.35 certifying staff. However, the function of such certifying staff is limited to performing and releasing the maintenance actions requested by the airworthiness review staff; it is not their function to perform the physical survey of the aircraft. As stated in DASR M.A.710(b), the airworthiness review staff shall carry out the physical survey of the aircraft, and this survey includes the verification that no inconsistencies can be found between the aircraft and the documented review of records.</p> <p>2. The physical survey of the aircraft may include verifications to be carried out during flight.</p> <p>3. The CAMO should develop procedures for the airworthiness review staff to produce a compliance report that confirms the physical survey has been carried out and found satisfactory.</p> <p>4. To ensure compliance the physical survey of the aircraft may include relevant sample checks of items. ▶ ◀</p>	
<p>GM to M.A.710(c)(4)</p>			<p>GM M.A.710(c)(4) Airworthiness review (AUS)</p> <p>The statement 'reasonably expected to be addressed' means the defect was adequately managed under DASR M.A.708(b)6. It is important to note that the 'physical survey' is a survey and is not a detailed maintenance inspection of the aircraft.</p>	<p>▶ ◀</p>	
<p>GM to M.A.711(a)(3)</p>			<p>Nil</p>	<p>GM M.A.711(a)(3) Privileges of the organisation</p> <p>DASR M.A.711(a)(3)(i) contains provisions to contract/task an organisation to perform continuing airworthiness management tasks on behalf of the CAMO. The contracted/tasked organisation is considered to perform the continuing airworthiness management tasks as an integral part of the Operating Organisation's continuing airworthiness management system hence is required to work under the quality system of the CAMO. DASR M.A.711(a)(3)(ii) contains provisions for continuing airworthiness management tasks to be contracted/tasked to an organisation working under their own DASR M.A Subpart G approval. In this situation the contracted/tasked CAMO is not required to work under the quality system of the contracting/tasking CAMO. In either case, the contracting/tasking CAMO retains the responsibility for all CAMO functions irrespective of who is undertaking them. DASR M.A.201(k) contains provisions for the Operating Organisation to contract/task a DASR M.A. Subpart G approved organisation for the management of the continuing airworthiness of the aircraft it operates. In this case the contracted/tasked CAMO assumes the responsibility for all CAMO functions.</p>	



<p>AMC to M.A.711(b)</p>			<p>AMC M.A.711(b) Privileges of the organisation (AUS)</p> <p>An organisation may be approved for the privileges of DASR M.A.711(a) only, without the privilege to carry out airworthiness reviews. The conduct of airworthiness reviews can be contracted to another appropriately approved CAMO (for that aircraft type). In these instances, the subcontracted CAMO issues a recommendation for the airworthiness review to the NMAA.</p> <p>In order to be approved for the privileges of DASR M.A.711(b) for a particular aircraft type, it is necessary to be approved for the privileges of DASR M.A.711(a) for that aircraft type. As a consequence, the normal situation in this case is that the organisation will be performing continuing airworthiness management tasks and performing airworthiness reviews on every aircraft type contained in the approval certificate.</p>	<p>▶◀</p>	
<p>AMC to M.A.714</p>			<p>AMC M.A.714 Record-keeping</p> <ol style="list-style-type: none"> The CAMO should ensure that it always receives a complete certificate of release to service (CRS) from the DASR 145 or equivalent certifying staff such that the required records can be retained. The system to retain the continuing airworthiness records should be described in the CAME.. When a CAMO arranges for a DASR 145 AMO to retain copies of the DASR M.A.714 continuing airworthiness records on its behalf, the CAMO will nevertheless continue to be responsible for their preservation. If another CAMO assumes responsibility for managing the continuing airworthiness of an aircraft, then the original CAMO is responsible for transferring the records. Keeping continuing airworthiness records in a form acceptable to the NMAA means in paper form or on a computer database or a combination of both methods. The record should remain legible throughout the required retention period. <p>'Readable and accessible' is defined in AMC DASR M.A.305(h).</p> <ol style="list-style-type: none"> Paper systems should use robust material which can withstand normal handling and filing. Computer systems should have at least one backup system which should be updated within 24 hours of any new entry. Each terminal is required to contain program safeguards against the ability of unauthorised personnel to alter the database. 	<p>AMC M.A.714 Record-keeping</p> <ol style="list-style-type: none"> ▶◀The system to retain the continuing airworthiness records should be described in the CAME. When a CAMO arranges for a DASR 145 AMO to retain copies of the DASR M.A.714 continuing airworthiness records on its behalf, the CAMO will nevertheless continue to be responsible for their preservation. If another CAMO assumes responsibility for managing the continuing airworthiness of an aircraft, then the original CAMO is responsible for transferring the records. Keeping continuing airworthiness records in a form acceptable to the NMAA means in paper form or on a computer database or a combination of both methods. Records stored in microfilm or optical disc form are also acceptable. The record should remain legible throughout the required retention period. <p>'Readable and accessible' is defined in AMC DASR M.A.305(h).</p> <ol style="list-style-type: none"> Paper systems should use robust material which can withstand normal handling and filing. Computer systems should have at least one backup system which should be updated within 24 hours of any new entry. Each terminal is required to contain program safeguards against the ability of unauthorised personnel to alter the database. Microfilming or optical storage of continuing airworthiness records may be carried out at any time. 	



				The records should be as legible as the original record and remain so for the required retention period.	
GM to M.A.716(d)			<p>GM M.A.716(d) CAMO findings by the NMAA (AUS)</p> <p>Further to the findings listed in DASR M.A.716(b) and DASR M.A.716(c), the NMAA may make observations where it has been identified, by objective evidence, to contain potential problems that could lower the safety standard and possibly hazards the flight safety. Observations do not require corrective action however if left unaddressed may result in subsequent findings by the NMAA.</p>	▶◀	
AMC to M.A.901			<p>AMC M.A.901 Aircraft airworthiness review (AUS)</p> <p>The initial airworthiness review is due within 12 months of the issue date of the aircraft's initial Military Restricted Certificate of Airworthiness (MRCoA) or Military Certificate of Airworthiness (MCoA). To support transition to DASR, a compliance grace period of three years exists from the release of provisional DASR. This assumes that the extant Certificate of Airworthiness (or equivalent Special Flight Permit (SFP) coverage) for individual Defence registered aircraft is valid at the time of DASR release. The compliance flexibility allows time for the NMAA, CAMO and contracted/tasked continuing airworthiness support organisations to develop the capability to perform airworthiness reviews and agree on a baseline of what is considered acceptable for individual aircraft. The following provides further clarity:</p> <ol style="list-style-type: none"> a. for aircraft on the Defence register operating under a Military Type-certificate at the time of release of provisional DASR, then the initial military airworthiness review is due three years from release of the provisional DASR, b. for aircraft on the Defence register operating under a SFP at the time of release of provisional DASR, then the initial military airworthiness review is due on the latter of: <ol style="list-style-type: none"> i. three years from release of the provisional DASR, or ii. one year from the issue of a DASR MRCoA, or MCoA within the grace period. c. for aircraft to be loaded onto the Defence register during the three year grace period, then the initial military airworthiness review is due on the latter of: <ol style="list-style-type: none"> i. three years from release of the provisional DASR; or ii. one year from the issue of a DASR MRCoA, or DASR MCoA within the grace period. 	<p>AMC M.A.901 Aircraft airworthiness review (AUS)</p> <p>The initial airworthiness review is due within 12 months of the issue date of the aircraft's initial Military Restricted Certificate of Airworthiness (MRCoA) or Military Certificate of Airworthiness (MCoA).▶◀</p>	



			d. for aircraft loaded onto the Defence register three years after the release of provisional DASR, then the initial military airworthiness review is due one year from the issue of a DASR MRCoA, or DASR MCoA		
GM to M.A.901			<p>GM M.A.901 Aircraft airworthiness review (AUS)</p> <p>In order to ensure the validity of the aircraft airworthiness certificate, DASR M.A.901 requires performing periodically an airworthiness review of the aircraft and its continuing airworthiness records, which results in the issuance of a Military Airworthiness Review Certificate (MARC) valid for one year.</p> <p>Note the airworthiness review is a survey of individual aircraft tails and not an audit of the CAMO or CAMO processes. Issues associated with the CAMO or CAMO processes may be identified during the conduct of an aircraft airworthiness review, these issues should be raised and corrected through the quality system, not through the airworthiness review process.</p>	▶◀	
AMC to M.A.901(d)			<p>AMC M.A.901(d) Aircraft airworthiness review</p> <p>The recommendation sent to the NMAA should contain at least the items described below:</p> <p>(a) General information</p> <ul style="list-style-type: none"> - CAMO information; - Operating Organisation information; - date and place the document review and the aircraft survey were carried out; - period and place the aircraft can be seen if required by the NMAA. <p>(b) Aircraft information</p> <ul style="list-style-type: none"> - registration; - type; - manufacturer; - serial number; - Aircraft Flight Manual reference; - weight and centre of gravity data; - AMP reference; - symmetry check data (if applicable). <p>(c) Documents accompanying the recommendation</p>	<p>AMC M.A.901(d) Aircraft airworthiness review</p> <p>The recommendation sent to the NMAA should contain at least the items described below:</p> <p>(a) General information</p> <ul style="list-style-type: none"> - CAMO information; - Operating Organisation information; - date and place the document review and the aircraft survey were carried out; - period and place the aircraft can be seen if required by the NMAA. <p>(b) Aircraft information</p> <ul style="list-style-type: none"> - registration; - type; - manufacturer; - serial number; - Aircraft Flight Manual reference; - weight and centre of gravity data; - AMP reference; - symmetry check data (if applicable). <p>(c) Documents accompanying the recommendation</p>	



			<ul style="list-style-type: none"> - copy of the Operating Organisation's request for a new MARC. <p>(d) Aircraft status</p> <ul style="list-style-type: none"> - aircraft total flight hours and cycles or other service life consumption units if applicable; - list of organisations having carried out continuing airworthiness activities including maintenance tasks on the aircraft and its components since the last MARC was issued. <p>(e) Aircraft survey</p> <ul style="list-style-type: none"> - a precise list of the areas of the aircraft that were surveyed and their status. <p>(f) Findings</p> <ul style="list-style-type: none"> - a list of all the findings made during the airworthiness review with the corrective action carried out <p>(g) Statement</p> <p>A statement signed by the airworthiness review staff recommending the issue of a MARC.</p> <p>The statement should confirm that the aircraft in its current configuration complies with the following:</p> <ul style="list-style-type: none"> - Airworthiness Directives up to the latest published issue; and - (Military) Type Certificate datasheet; and - AMP; and - component service life limitations; and - the valid weight and and balance statement reflecting the current configuration of the aircraft; and - DASR 21 for all modifications and repairs, and; - the current Aircraft Flight Manual including supplements; and - valid symmetry check schedule (if applicable); and - operational requirements. <p>The above items should clearly state the exact reference of the data used in</p>	<ul style="list-style-type: none"> - copy of the Operating Organisation's request for a new MARC. <p>(d) Aircraft status</p> <ul style="list-style-type: none"> - aircraft total flight hours and cycles or other service life consumption units if applicable; - list of organisations having carried out continuing airworthiness activities including maintenance tasks on the aircraft and its components since the last MARC was issued. <p>(e) Aircraft survey</p> <ul style="list-style-type: none"> - a precise list of the areas of the aircraft that were surveyed and their status. <p>(f) Findings</p> <ul style="list-style-type: none"> - a list of all the findings made during the airworthiness review with the corrective action carried out <p>(g) Statement</p> <p>A statement signed by the airworthiness review staff recommending the issue of a MARC.</p> <p>The statement should confirm that the aircraft in its current configuration complies with the following:</p> <ul style="list-style-type: none"> - Airworthiness Directives up to the latest published issue; and - (Military) Type Certificate datasheet; and - AMP; and - component service life limitations; and - the valid weight and centre of gravity schedule (weight and balance statement) reflecting the current configuration of the aircraft; and - DASR 21 for all modifications and repairs, and; - the current Aircraft Flight Manual including supplements; and - valid symmetry check schedule (if applicable); and - operational requirements. <p>The above items should clearly state the exact reference of the data used in</p>	
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			<p>establishing compliance; for instance the number and issue of the (M)TC data sheet used should be stated.</p> <p>The statement should also confirm that all of the above is properly entered and certified in the aircraft continuing airworthiness record system and/or in the aircraft technical log.</p>	<p>establishing compliance; for instance the number and issue of the (M)TC data sheet used should be stated.</p> <p>The statement should also confirm that all of the above is properly entered and certified in the aircraft continuing airworthiness record system and/or in the aircraft technical log.</p>	
GM2 to M.A.905(a)			<p>GM2 M.A.905(a) Findings from an aircraft airworthiness review carried out by the NMAA (AUS)</p> <p>If during aircraft surveys or by other means evidence is found showing non-compliance to a DASR M requirement, the NMAA shall take the following actions:</p> <ul style="list-style-type: none"> a. for level 1 findings, the NMAA shall require appropriate corrective action to be taken before further flight and immediate action shall be taken by the NMAA to revoke or suspend the airworthiness review certificate. b. for level 2 findings, the corrective action required by the NMAA shall be appropriate to the nature of the finding. 	▶◀	
GM to M.A.905(a)(2)			<p>GM M.A.905(a)(2) Findings from an aircraft airworthiness review carried out by the NMAA (AUS)</p> <p>ROOT CAUSE ANALYSIS</p> <ol style="list-style-type: none"> 1. It is important that the analysis does not primarily focus on establishing who or what caused the non-compliance but why it was caused. Establishing the root cause or causes of a non-compliance often requires an overarching view of the events and circumstances that lead to it, to identify all possible systemic and contributing factors (regulatory, human factors, organisational, managerial, cultural, technical, etc.) in addition to the direct factors. A narrow focus on single events or failures, or the use of a simple, linear model, such as fault tree, to identify the chain of events that lead to the non-compliance may not properly reflect the complexity of the issue, and, therefore, bears the risk that important factors required to be addressed in order to prevent reoccurrence will be ignored. 2. Such inappropriate or partial root cause analysis often leads to defining 'quick fixes' addressing the symptoms of the nonconformity only. A peer review of the results of the root cause analysis may increase its reliability and objectivity. 3. A system description of the organisation considering organisational structures, processes and their interfaces, procedures, staff, equipment, facilities, and the environment in which the organisation operates will support both effective root cause (reactive) and hazard (proactive) analysis. 	▶◀	



DASR 21 – Aircraft Design, Production and Certification

<p>AMC to 21.A.20</p>	<p>DCP 2020 - 030</p>	<p>Editorial</p>	<p>AMC 21.A.20 - Compliance with the type-certification basis and environmental protection requirements (where applicable) (AUS)</p> <p>Compliance Demonstration evidence comprises of reports, drawings, specifications, calculations, analysis etc. and provides a record of the means by which compliance with the applicable Type-certification Basis (TCB) and environmental protection requirements (where applicable) is demonstrated.</p> <p>Compliance evidence shall either:</p> <ol style="list-style-type: none"> be developed by a MDOA holder (or alternative as agreed by the Authority); or consist of appropriate evidence of prior certification provided by another NAA / MAA. <p>Prior Certification from another NAA / MAA</p> <p>Where Defence is procuring off-the-shelf aircraft or equipment, the applicant may seek relief from the need to develop Compliance Demonstration evidence. The applicant may claim that requisite inspections / analyses/tests (as required by DASR 21.A.33 – Investigations and tests) have already been performed, as evidenced by an extant certification by an NAA / MAA whose certification is recognised by the Authority. The applicant, in leveraging a prior certification to claim part or full relief against the requirement to develop compliance evidence shall ensure:</p> <ol style="list-style-type: none"> the certification is within the scope, conditions and caveats specific to DASA Recognition of the certifying NAA / MAA; the NAA / MAA is sufficiently experienced in certification of the particular design activity; the certification requirements employed by the NAA / MAA are understood ; the Configuration, Role and operating Environment (CRE) applied to the prior certification is understood; the NAA / MAA safety risk treatment decisions have eliminated or otherwise minimised risks So Far as Reasonably Practicable (SFARP). <p>The list of recognised NAA / MAA whose prior certification may be exploited by applicants in seeking relief from developing compliance demonstration evidence, is available via the DASA website: <i>Recognition of other Airworthiness Authorities</i>. Individual recognition certificates establish scope, conditions and caveats.</p>	<p>AMC 21.A.20 - Compliance with the type-certification basis and environmental protection requirements (where applicable) (AUS)</p> <p>Compliance Demonstration evidence comprises of reports, drawings, specifications, calculations, analysis etc. and provides a record of the means by which compliance with the applicable Type-certification Basis (TCB) and environmental protection requirements (where applicable) is demonstrated.</p> <p>Compliance evidence shall either:</p> <ol style="list-style-type: none"> be developed by a MDOA holder (or alternative as agreed by the Authority); or consist of appropriate evidence of prior certification provided by another NAA / MAA. <p>Prior Certification from another NAA / MAA</p> <p>Where Defence is procuring off-the-shelf aircraft or equipment, the applicant may seek relief from the need to develop Compliance Demonstration evidence. The applicant may claim that requisite inspections / analyses/tests (as required by DASR 21.A.33 – Investigations and tests) have already been performed, as evidenced by an extant certification by an NAA / MAA whose certification is recognised by the Authority. The applicant, in leveraging a prior certification to claim part or full relief against the requirement to develop compliance evidence shall ensure:</p> <ol style="list-style-type: none"> the certification is within the scope, conditions and caveats specific to DASA Recognition of the certifying NAA / MAA; the NAA / MAA is sufficiently experienced in certification of the particular design activity; the certification requirements employed by the NAA / MAA are understood ; the Configuration, Role and operating Environment (CRE) applied to the prior certification is understood; ▶ any safety risks associated with the NAA / MAA certification: <ol style="list-style-type: none"> have been identified; and have been eliminated or otherwise minimised So Far as Reasonably Practicable (SFARP) for the Defence CRE. ◀ <p>The list of recognised NAA / MAA whose prior certification may be exploited by applicants in seeking relief from developing compliance demonstration evidence, is available via the DASA website: <i>Recognition of other Airworthiness Authorities</i>. Individual recognition certificates establish scope, conditions and caveats.</p>	<p>The proposed new wording:</p> <ol style="list-style-type: none"> better articulates the intended use of recognition in certification, and removes the notion that N/MAAs will make risk treatment decisions for Defence applicants. <p>Amendment to this AMC is based on feedback from Director Initial Airworthiness to clarify the intent of this requirement related to the use of prior certification.</p>
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			<p>Where the applicant's assessment of the prior certification against the Defence TCB and CRE only supports partial relief against developing compliance evidence, additional Compliance Demonstration evidence may need to be developed by a MDOA holder (or Authority-accepted equivalent) to demonstrate compliance against the TCB.</p> <p>If, during the course of the project, Defence learns of some breakdown or deficiency in the application of the NAA / MAA usual processes, those cannot be ignored. The Authority will determine what additional Compliance Demonstration evidence must be produced by the MDOA holder (or Authority-accepted equivalent) as a result of the breakdown or deficiency.</p>	<p>Where the applicant's assessment of the prior certification against the Defence TCB and CRE only supports partial relief against developing compliance evidence, additional Compliance Demonstration evidence may need to be developed by a MDOA holder (or Authority-accepted equivalent) to demonstrate compliance against the TCB.</p> <p>If, during the course of the project, Defence learns of some breakdown or deficiency in the application of the NAA / MAA usual processes, those cannot be ignored. The Authority will determine what additional Compliance Demonstration evidence must be produced by the MDOA holder (or Authority-accepted equivalent) as a result of the breakdown or deficiency.</p>	
AMC1 to 21.A.3A(a)	DCP 2021 - 002	Minor	<p>AMC1 21.A.3A(a) - System for collection, investigation and analysis of data for Structural Integrity (AUS)</p> <p>Most systems designed for similar requirements are for aircraft systems. Many 'occurrence' reports are not investigated or analysed at the time, but entered into a database for later reliability analysis and trend monitoring. This is inadequate for Aircraft Structural and Propulsion Systems Integrity.</p> <p>The system should promptly 'collect, investigate and analyse' every report of a structural 'failure, malfunction, defect or other occurrence' to compare predicted damage with that actually detected in the aircraft. The structure may only warn once.</p> <p>For example, if the occurrence is a fatigue crack, how well did certification predict its site, growth, inspectability and residual strength? (The need to compare occurrences with type certification is one reason to keep records, as DASR 21.A.55 requires.) Then, if there is any difference, what correction, if any, is needed, to restore compliance of the Type Design with the Certification Basis.</p> <p>NOTE 1: Primary aircraft structure as well as propulsion systems and helicopter dynamic components designed to a safe life philosophy should be crack free for its design service life time.</p> <p>NOTE 2: This system for the collection, investigation and analysis of data is a subset of the broader Condition Data Monitoring (CDM) system as specified in each weapon system Aircraft Structural and Propulsion Systems Integrity Management Programme.</p>	<p>► AMC1 21.A.3A(a) - System for collection, investigation and analysis of data for structure and propulsion systems</p> <p>Investigation and analysis of occurrences for aircraft structure and propulsion systems each require specific expertise and techniques that are different to those typically required for other aircraft systems. Furthermore, occurrences for other aircraft systems are often not investigated or analysed at the time, but entered into a database for later reliability analysis and trend monitoring—this is inadequate for the aircraft structure and propulsion system.</p> <p>Holders of a type certificate, restricted type certificate, supplemental type certificate or any other relevant approval deemed to have been issued under DASR 21 should ensure that:</p> <ol style="list-style-type: none"> each occurrence related to aircraft structure and propulsion systems is promptly collected, investigated and analysed, and trending and analysis of all occurrences related to aircraft structure and propulsion systems is conducted through the Aircraft Structural Integrity Program (ASIP) and Propulsion System Integrity Program (PSIP) for each aircraft. <p>Investigation and analysis should compare occurrences with the design and certification assumptions to ensure that the type design continues to comply with the applicable Type Certification Basis and that the risk of failure has been eliminated or otherwise minimised SFARP. This may identify the need to change the type design, including identifying new critical parts and new/amended airworthiness limitations (see DASR AMC 21.A.41), or revising the Instructions for Continuing Airworthiness furnished to operators (see DASR 21.A.61, DASR 21.A.107, DASR 21.A.120 and DASR 21.A.449). ◀</p>	<p>There has been a comprehensive review of the GM/AMC relating to ASI/PSI at various clauses in DASR 21. The changes do not impose new requirements or alter the approach or intent of previous regulation. Much of the previous AMC/GM was published for DASR transition in 2016 and has now been modified (or removed) based on contemporary experience of ASI/PSI management in the Defence Aviation safety Framework.</p>
AMC to 21.A.3B(b)			<p>AMC 21.A.3B(b) - Unsafe condition</p>	<p>AMC 21.A.3B(b) - Unsafe condition</p>	



		<p>An unsafe condition exists if there is factual evidence (from service experience, analysis or tests) that:</p> <ul style="list-style-type: none"> a) An event may occur that would result in fatalities, usually with the loss of the aircraft, or reduce the capability of the aircraft or the ability of the crew to cope with adverse operating conditions to the extent that there would be: <ul style="list-style-type: none"> i. A large reduction in safety margins or functional capabilities, or ii. Physical distress or excessive workload such that the flight crew cannot be relied upon to perform their tasks accurately or completely, or iii. Serious or fatal injury to one or more occupants, <p>unless it is shown that the probability of such an event is within the limit defined by the applicable airworthiness requirements, or</p> <ul style="list-style-type: none"> b) There is an unacceptable risk of serious or fatal injury to persons other than occupants, or c) Design features intended to minimise the effects of survivable accidents are not performing their intended function. <p>NOTE 1: Non-compliance with applicable airworthiness requirements is generally considered as an unsafe condition, unless it is shown that possible events resulting from this non-compliance do not constitute an unsafe condition as defined under paragraphs a), b) and c).</p> <p>NOTE 2: An unsafe condition may exist even though applicable airworthiness requirements are complied with.</p> <p>NOTE 3: The above definition covers the majority of cases where the Authority considers there is an unsafe condition. There may be other cases where overriding safety considerations may lead the Authority to issue an airworthiness directive.</p> <p>NOTE 4: There may be cases where events can be considered as an unsafe condition if they occur too frequently (significantly beyond the applicable safety objectives) and could eventually lead to consequences listed in paragraph a) in specific operating environments. Although having less severe immediate consequences than those listed in paragraph a), the referenced events may reduce the capability of the aircraft or the ability of the crew to cope with adverse operating conditions to the extent that there would be, for example, a significant reduction in safety margins or functional capabilities, a significant increase in crew workload, or in conditions impairing crew efficiency, or discomfort to occupants, possibly including injuries.</p>	<p>An unsafe condition exists if there is factual evidence (from service experience, analysis or tests) that:</p> <ul style="list-style-type: none"> a) An event may occur that would result in fatalities, usually with the loss of the aircraft, or reduce the capability of the aircraft or the ability of the crew to cope with adverse operating conditions to the extent that there would be: <ul style="list-style-type: none"> i. A large reduction in safety margins or functional capabilities, or ii. Physical distress or excessive workload such that the flight crew cannot be relied upon to perform their tasks accurately or completely, or iii. Serious or fatal injury to one or more occupants, <p>unless it is shown that the probability of such an event is within the limit defined by the applicable airworthiness requirements, or</p> <ul style="list-style-type: none"> b) There is an unacceptable risk of serious or fatal injury to persons other than occupants, or c) Design features intended to minimise the effects of survivable accidents are not performing their intended function. <p>NOTE 1: Non-compliance with applicable airworthiness requirements is generally considered as an unsafe condition, unless it is shown that possible events resulting from this non-compliance do not constitute an unsafe condition as defined under paragraphs a), b) and c).</p> <p>NOTE 2: An unsafe condition may exist even though applicable airworthiness requirements are complied with.</p> <p>NOTE 3: The above definition covers the majority of cases where the Authority considers there is an unsafe condition. There may be other cases where overriding safety considerations may lead the Authority to issue an airworthiness directive.</p> <p>NOTE 4: There may be cases where events can be considered as an unsafe condition if they occur too frequently (significantly beyond the applicable safety objectives) and could eventually lead to consequences listed in paragraph a) in specific operating environments. Although having less severe immediate consequences than those listed in paragraph a), the referenced events may reduce the capability of the aircraft or the ability of the crew to cope with adverse operating conditions to the extent that there would be, for example, a significant reduction in safety margins or functional capabilities, a significant increase in crew workload, or in conditions impairing crew efficiency, or discomfort to occupants, possibly including injuries.</p>	
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<p>AMC to 21.A.3B(d)(4)</p>		<p>AMC 21.A.3B(d)(4) - Compliance Time (AUS)</p> <p>An Airworthiness Directive (AD) is like an Instruction for Continuing Airworthiness (ICA). Both have the same:</p> <ol style="list-style-type: none"> Purpose (to manage an Aircraft Structural Integrity (ASI) threat) Standard (the type-certification basis) Choices (of possible actions). <p>So, set the compliance times for an AD the same as for the ICA. Include the service experience that prompted the AD.</p> <p>However, what if aircraft have already exceeded those compliance times? Should the AD then require immediate action?</p> <p>By way of derogation, the AD may allow a 'grace period'.</p> <p>AIRCRAFT STRUCTURAL INTEGRITY</p> <p>For Aircraft Structural Integrity, the Authority will consider proposals based on:</p> <ol style="list-style-type: none"> conservative engineering analysis and judgement that balance proportionately the risk to safety and operational imperatives. <p>PROPULSION SYSTEM CRITICAL PARTS</p> <p>For propulsion systems critical part field management strategies or part life extensions, the Authority will consider proposals based on:</p> <ol style="list-style-type: none"> FAA AC39-8 - Continuing Airworthiness Assessment Methodology, and Conservative engineering judgement. <p>Proposed field management strategies or part life extensions should also include:</p> <ol style="list-style-type: none"> Relevant assumptions and input data (including fleet data and statistical model parameters), Risk profile over the full duration of field management strategy. Justification that the field management strategy is SFARP <p>Any field management strategy that is unable to demonstrate an equivalent level of safety against the certification basis, will require operational involvement in accordance with Military Permit to Fly (DASR 21 Subpart P) or Command Clearance (DASR SPA.10) provisions.</p>	<p>▶◀</p>	



			<p>The application of FAA AC39–8 for determining compliance time for propulsion system critical part field management strategies or part life extensions requires relevant crack growth data from OEMs. The analysis of this data further requires complex statistical and stochastic tools. The OEM shall be involved, unless otherwise specified by the NMAA in the development of risk models for proposed field management strategies and part life extensions.</p> <p>The guidance in DASR GM 21.A.3B(d)(4) - Compliance Time Charts for Military Aircraft, will often not suit Aircraft Structural and Propulsion Systems Integrity. Like almost all published risk standards and methods, it is more for aircraft systems, where the reliability is often more known and more constant.</p> <p>Review the Airworthiness Directive often, against the results. Good Structural Integrity management is iterative.</p>		
<p>AMC to 21.A.3B(c)1</p>			<p>AMC 21. A.3B(c)1 - Airworthiness Directives (AUS)</p> <p>Corrective actions and inspections that are proposed by the holder are to eliminate all risks associated with the unsafe condition So Far As is Reasonably Practicable (SFARP), or if it is not reasonably practicable to do so, minimise the risk(s) SFARP. To fulfil this requirement, the holder should ensure that the safety risk management requirements outlined in DASR SMS.A.25(b)(2)(2.2) are applied for all safety related risks.</p> <p>Foreign Airworthiness Directives</p> <p>The holder may submit an AD, or equivalent, in support of the proposed corrective action where the Airworthiness Directive (AD) addresses the unsafe condition referred to in DASR 21.A.3B(b) and:</p> <p>a. as been issued by an airworthiness authority whose certifications are recognised by DASA, and</p> <p>b. has been assessed as applicable to the ADF type design in accordance with DASR AMC2 21.A.3A(a).</p>	<p>AMC1 21. A.3B(c)1 - Airworthiness Directives (AUS)</p> <p>Corrective actions and inspections that are proposed by the holder are to eliminate all risks associated with the unsafe condition So Far As is Reasonably Practicable (SFARP), or if it is not reasonably practicable to do so, minimise the risk(s) SFARP. To fulfil this requirement, the holder should ensure that the safety risk management requirements outlined in DASR SMS.A.25(b)(2)(2.2) are applied for all safety related risks.</p> <p>Foreign Airworthiness Directives</p> <p>The holder may submit an AD, or equivalent, in support of the proposed corrective action where the Airworthiness Directive (AD) addresses the unsafe condition referred to in DASR 21.A.3B(b) and:</p> <p>a. as been issued by an airworthiness authority whose certifications are recognised by DASA, and</p> <p>b. has been assessed as applicable to the ADF type design in accordance with DASR AMC2 21.A.3A(a).</p>	
<p>AMC2 to 21.A.3B(c)1</p>			<p>Nil</p>	<p>► AMC2 21.A.3B(c)1 - Airworthiness Directives for aircraft structures and propulsion systems (AUS)</p> <p>For unsafe conditions related to structures and propulsion systems the proposed corrective actions and inspections should take into account the following specific considerations in addition to those of DASR AMC1 21.A.3B(c)(1).</p> <p>AIRCRAFT STRUCTURE</p> <p>The proposed corrective actions and inspections should be based on conservative engineering analysis and judgement. The proposal submitted to the Authority by the holder should include:</p>	



				<p>a. Relevant assumptions and details of the analysis performed.</p> <p>b. Justification that the proposed corrective actions and inspections eliminate or otherwise minimise the risk(s) SFARP.</p> <p>Most airworthiness design standards for structures are based on deterministic criteria, and it follows that proposed corrective actions and inspections will often be based on similar methods. Therefore, the guidance on compliance time under DASR 21.A.3B(d)(4) will usually not be suitable for aircraft structures unless probabilistic methods are used in development of the proposed corrective actions and inspections. Where probabilistic methods are not used, compliance times should be established using conservative analysis and judgement.</p> <p>PROPULSION SYSTEMS</p> <p>The proposed corrective actions and inspections should be based on:</p> <p>a. FAA AC 39-8 - Continued Airworthiness Assessment Methodologies (CAAM), or</p> <p>b. conservative engineering analysis and judgement.</p> <p>The proposal submitted to the Authority by the holder should include:</p> <p>a. Relevant assumptions and input data (including fleet data and statistical model parameters).</p> <p>b. Risk profile over the full duration of the fleet management strategy.</p> <p>c. Justification that the proposed corrective actions and inspections eliminate or otherwise minimise the risk(s) SFARP</p> <p>The application of FAA AC 39-8 for determining compliance time of corrective actions and inspections will typically require detailed design data and complex statistical and probabilistic analyses. The Authority expects that the propulsion system OEM will normally be involved in this process. ◀</p>	
<p>GM2 to 21.A.17A</p>			<p>GM2 21.A.17A - Type-certification Basis (AUS)</p> <p>For Aircraft Structural and Propulsion Systems Integrity, the Configuration, Role and operating Environment (CRE) in terms of structural configuration, role related loads and environmental factors (including operating weights, altitudes, repeated manoeuvre, dynamic and gust environments) used to underpin prior certification (by an NAA/NMAA), needs to be understood. Achievement of this understanding at a mission mix or flight profile level fidelity is often insufficient for recognising Aircraft Structural and Propulsion Systems</p>	<p>▶ ◀</p>	



		<p>Integrity compliance. The importance of understanding deviations from design assumptions (as articulated in the SOIU) cannot be overstated. For Propulsion Systems, initial mission analyses to assess the impact of CRE differences are to be completed in accordance with the requirements of the Airworthiness Design Requirements Manual (ADRM) and follow the same guidance as defined in DASR GM 21.A.44(c) - Conduct of Periodic Aircraft Structural Integrity and Propulsion System Integrity Assessments (AUS).</p>		
<p>GM2 to 21.A.20</p>		<p>Nil</p>	<p>► GM2 21.A.20 - Compliance with the type-certification basis and environmental protection requirements (where applicable) (AUS)</p> <p>When leveraging prior certification by an NAA/MAA to claim part or full relief against the requirement to develop compliance evidence, the Configuration, Role and Environment (CRE) used to underpin the prior certification needs to be understood and compared to the intended Defence CRE at a detailed level. In isolation, basic comparisons of high-level aircraft role(s), mission mix or flight profiles (as articulated in the SOIU) will usually not provide the fidelity required.</p> <p>For aircraft structures and propulsion systems, the CRE in terms of configuration, and role-related loads and environmental factors (including operating weights, altitudes, repeated manoeuvre, dynamic and gust environments) should be assessed in detail. For propulsion systems, the initial CRE assessment should follow the mission analysis requirements of the Airworthiness Design Requirements Manual (ADRM) and DASR AMC 21.A.44(c). ◀</p>	
<p>GM to 21.A.41</p>		<p>GM 21.A.41 - Type-certificate and Restricted type-certificate (AUS)</p> <hr/> <p>AIRCRAFT STRUCTURAL INTEGRITY</p> <p>Aircraft Structural Integrity (ASI) specific Airworthiness Limitations enshrined in type-certification and restricted type-certification, are also documented in the weapon system Aircraft Structural Integrity Management Plan (ASIMP). The ASIMP is the essential vehicle for documenting the strategies for the continued assurance of ASI, as required by the Airworthiness Design Requirements Manual (ADRM), including airworthiness limitations.</p> <p>Aircraft Structural Integrity – Helicopters</p> <p>Helicopter critical parts must be identified during type certification. The Military Type Certificate Data Sheet must clearly state, either directly or by reference, the authoritative list of helicopter critical parts. It must be explicitly established that all critical part airworthiness limitations adequately take into account any delta between the design assumptions which underpin the airworthiness limitations and the ADF Configuration, Role and operating Environment (CRE).</p>	<p>►◀</p>	



		<p>Airworthiness limitation associated with helicopter critical parts should include where appropriate:</p> <ul style="list-style-type: none"> a. life limits: a retirement or throw-away life; b. critical maintenance tasks: inspections, checks, overhauls, or any other maintenance required to ensure an adequate level of safety; c. damage or penalty factors applied to the component. <p>Helicopter critical part definition. A structural component (airframe or dynamic component) that could have a catastrophic effect if that component failed, ie it was no longer able to carry expected flight loads. The catastrophic effect could occur immediately upon failure or subsequently if the failure remained undetected. This includes but is not limited to rotor system, rotor drive systems between the engines and the rotor hubs, controls, fuselage, fixed and movable control surfaces, engine and transmission mountings, landing gear, and their related primary attachments. Note that the definition for helicopter critical parts is intended to be consistent with Flight Safety Critical Items.</p> <p>Identification of helicopter critical parts. This will be predominately based on prior OEM defined critical parts (or equivalent terminology) and structural classifications. A Failure Mode and Effects Criticality Analysis (FMECA) or similar method should also be used to identify additional structural components whose failure can lead to catastrophic failure of the rotorcraft. Combined with the OEM critical parts list, this becomes the authoritative critical parts list forming part of Type Certification.</p> <p>Helicopter critical parts usage monitoring. All critical parts require AFHR tracking as part of usage monitoring. A sub-set of critical parts require additional usage parameters to be captured. Usage monitoring requirements may change for critical parts throughout life of type based on potential outcomes from occurrence reporting, update from the OEM / NMAA, a change in CRE or other operator experience. Initial determination and changes to usage monitoring methods throughout life of type must be conducted in close consultation with structural integrity subject matter experts. Where there is any doubt, the Helicopter Structural Integrity section within the Defence Aviation Safety Authority should be consulted in the first instance. Usage monitoring of critical parts must be considered in periodic aircraft structural integrity assessments. See DASR 21.A.44(c).</p> <p>PROPULSION SYSTEMS</p> <p>The Type Certificate Data Sheet must clearly state, either directly or by reference, the propulsion system certification basis (including propeller if applicable), the authoritative list of propulsion system critical parts and their associated</p>		
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		<p>'Airworthiness Limitations', unless otherwise specified by the NMAA.</p> <p>The Engine Structural / Propulsion System Integrity Management Plan (ESIMP / PSIMP) is the essential vehicle for documenting the key aspects of the Engine Structural / Propulsion System Integrity Program (ESIP / PSIP), as required by the ADRM.</p> <p>Scope of Propulsion Airworthiness Limitations. Airworthiness Limitations associated with propulsion system critical parts should include where appropriate:</p> <ul style="list-style-type: none"> a. Life limits – a retirement or throw-away life of a propulsion system critical part. b. Damage Factors – any factor that is used to modify the rate at which a part consumes life-based on variables such as mission type or type of component. (sometimes referred to as 'K Factors', 'Flight Count Factors', or 'Part Factors') c. Critical Inspection Requirements – inspections that are required during a critical part's life to prevent hazardous effects or meet life limits. This includes inspections which are required to support a part reaching a safe life limit whilst meeting damage tolerant assessment requirements. d. Usage Monitoring Algorithms or Equations – algorithms or equations that are required to be used (either manually, automatically or semi-automatically) to track consumption of critical part life, this is to include any relevant fill in factors to account for missing data. It is possible for usage monitoring algorithms or equations to require modification to account for deltas in CRE from initial OEM design assumptions, see DASR GM 21.A.20(d) and DASR GM 21.A.44(c). <p>Propulsion System Critical Parts Definition. Rotating and major static structural parts, and sub-systems of the engine and drivetrain whose primary failure is likely to result in a hazardous propulsion system effect. Typically, propulsion system critical parts include, but are not limited to disks, spacers, hubs, shafts, high-pressure casings, propellers and non-redundant mounts or non-redundant sub-system components This definition is consistent with CFR33/CS-E and CFR39/CS-P. For the purposes of this section, a hazardous propulsion system effect is any of the following conditions:</p> <ul style="list-style-type: none"> 1. Non-containment of high-energy debris, including release of the propeller or any major portion of the propeller 		
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			<ol style="list-style-type: none"> 2. Concentration of toxic products in the engine bleed air intended for the cabin sufficient to incapacitate crew or passengers 3. Significant thrust in the opposite direction to that commanded by the pilot 4. Uncontrolled fire 5. Failure of the engine mount system leading to inadvertent engine separation 6. Complete inability to shut the engine down 7. Propeller failure resulting in the development of excessive drag 8. Partial or complete loss of thrust or power for single engine aircraft. NOTE: Typically in the case of multi-engine aircraft, discrete failures in which the only consequence is partial or complete loss of thrust or power (and associated engine services) from an engine is typically not considered a hazardous propulsion system effect. 		
<p>AMC to 21.A.41</p>			<p>Nil</p>	<p>► AMC 21.A.41 – Structural and Propulsion System Critical Parts and Airworthiness Limitations (AUS)</p> <hr/> <p>CRITICAL PARTS</p> <p>It is vital to have an understanding of which parts of the aircraft structure and propulsion system are essential for safe flight and therefore could have a significant impact on safety if they were to fail or not perform their intended function. The applicant for a type certificate should identify a list of critical parts, consistent with the Type Certification Basis (TCB) and the intended Defence Configuration Role and Environment (CRE), and submit this to the Authority as part of the application.</p> <p>Once reviewed by the Authority, the definition and list of critical parts should be included, either directly or by reference, in the Aircraft Structural / Propulsion System Integrity Management Plan (ASIMP/PSIMP).</p> <p>The primary consideration for defining structural or propulsion system critical parts should be the certification basis for the aircraft and propulsion system. In recognition that not all airworthiness codes are equivalent, and that some are not explicit on a definition for critical parts, the Authority provides applicants with the following acceptable definitions.</p> <p>STRUCTURAL CRITICAL PART ACCEPTABLE DEFINITION</p> <p>Any structural part or element where the failure of that part or element could result in a fatality or loss of aircraft. The fatality</p>	



				<p>or loss of aircraft could occur immediately upon failure or subsequently if the failure remained undetected. A structural part is one that contributes significantly to the carrying of flight, ground, or pressurization loads. For rotorcraft, identification of structural critical parts should include consideration of the rotors, rotor drive systems between the engines and rotor hubs, controls, fuselage, fixed and movable control surfaces, engine and transmission mountings, landing gear, and their related primary attachments.</p> <p>PROPULSION SYSTEM CRITICAL PART ACCEPTABLE DEFINITION</p> <p>Rotating and major static structural parts, and sub-systems of the propulsion system whose primary failure is likely to result in a hazardous propulsion system effect. Typically, propulsion system critical parts include, but are not limited to disks, spacers, hubs, shafts, high-pressure casings, propellers and non-redundant mounts or non-redundant sub-system components.</p> <p>For the purposes of this section, a hazardous propulsion system effect is any of the following conditions:</p> <ul style="list-style-type: none"> a. Non-containment of high-energy debris, including release of the propeller or any major portion of the propeller. b. Concentration of toxic products in the engine bleed air intended for the cabin sufficient to incapacitate crew or passengers. c. Significant thrust in the opposite direction to that commanded by the pilot. d. Uncontrolled fire. e. Failure of the engine mount system leading to inadvertent engine separation. f. Complete inability to shut the engine down. g. Propeller failure resulting in the development of excessive drag or excessive imbalance. h. Partial or complete loss of thrust or power for single engine aircraft. NOTE: Typically in the case of multi-engine aircraft, discrete failures in which the only consequence is partial or complete loss of thrust or power (and associated engine services) from an engine is typically not considered a hazardous propulsion system effect. <p>AIRWORTHINESS LIMITATIONS</p>	
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				<p>Airworthiness Limitations (AwLs) are established through the certification process as being essential for preventing and/or detecting failures that may lead to an unsafe condition. For aircraft structures and propulsion systems AwLs will be associated with critical parts, as identified above. AwLs are mandatory actions and should be segregated from the other elements of the Instructions for Continuing Airworthiness (ICA).</p> <p>For the aircraft structure and propulsion system, AwLs are considered to encompass:</p> <ul style="list-style-type: none"> a. Mandatory modification, retirement or replacement intervals b. Mandatory inspection requirements: including inspection interval(s) and the inspection method c. Mandatory post-flight inspections and maintenance actions associated with any use of either the rated 30-Second One-Engine-Inoperative (OEI) or 2-Minute OEI Power (for rotorcraft engines with such power ratings) d. The definition of the interval under a. and b. above includes: <ul style="list-style-type: none"> (i) The interval metric (e.g. flight hours, landings, Equivalent Flight Hours (EFH), Fatigue Index (FI) / Fatigue Life Expended Index (FLEI), engine cycles, etc), and (ii) Any algorithm, equation, factor(s) or other engineering data which must be used to calculate life accrual against the interval. <p>Under point b. above, the inspection method is considered to include the inspection technique, reference standards, and any other inspection procedure parameters which impact the detectable flaw size or Probability of Detection (POD).</p> <p>The applicant for a type certificate should define and identify the AwLs for the aircraft structure and propulsion system, consistent with the TCB and the intended Defence CRE, and submit this to the Authority as part of the application. When prior certification is being leveraged then detailed assessment is required to ensure the baseline structural and propulsion system AwLs adequately account for the Defence CRE (see DASR 21.A.20).</p> <p>Once approved by Authority, the definition and list of AwLs should be included, either directly or by reference, in the Type Certificate Data Sheet (TCDS) and ASIMP/PSIMP.</p> <p>CONTINUED VALIDITY OF CRITICAL PARTS LIST AND AIRWORTHINESS LIMITATIONS</p>	
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21.A.44			<p>21.A.44 - Obligations of the holder</p> <p>Each holder of a type-certificate or restricted type-certificate shall: ▶ AMC ▶ GM</p> <p>(a) Undertake the obligations laid down in DASR 21.A.3A, DASR 21.A.3B, DASR 21.A.4, DASR 21.A.55, DASR 21.A.57 and DASR 21.A.61; and, for this purpose, shall continue to meet the requirements of DASR 21.A.14;</p> <p>(b) Specify the marking in accordance with DASR 21 Subpart Q; and</p> <p>(c) Undertake periodic Aircraft Structural and Propulsion System integrity assessments, unless otherwise specified by the NMAA. ▶ AMC ▶ GM</p>	<p>The list of critical parts and AwL should be maintained by the MTC holder based on actual operational experience, changes in the Defence CRE and information received from other operators and NAA/NMAAs (see DASR 21.A.3A(a) and DASR 21.A.44(c)). ◀</p> <p>21.A.44 - Obligations of the holder</p> <p>Each holder of a type-certificate or restricted type-certificate shall: ▶ AMC ▶ GM</p> <p>(a) Undertake the obligations laid down in DASR 21.A.3A, DASR 21.A.3B, DASR 21.A.4, DASR 21.A.55, DASR 21.A.57 and DASR 21.A.61; and, for this purpose, shall continue to meet the requirements of DASR 21.A.14;</p> <p>(b) Specify the marking in accordance with DASR 21 Subpart Q; and</p> <p>(c) ▶ Ensure the continued integrity of the aircraft structure and propulsion system through ongoing monitoring and periodic assessment. ◀ ▶ AMC ▶ ◀</p>	
AMC to 21.A.44(c)			<p>AMC 21.A.44(c) – Conduct of Periodic Aircraft Structural Integrity assessments and Propulsion System Mission Analyses (AUS)</p> <p>AIRCRAFT STRUCTURAL INTEGRITY</p> <p>The Authority approved Weapon System ASIMP is the authoritative source of the type's ASI assessment cycle. The ASI assessment cycle defines the means of compliance with this regulation. Only elements of the cycle that are applicable for assessing the ongoing validity to the type certificate (as opposed to activities supporting the ongoing validity of individual aircraft certificates of airworthiness) are applicable to this regulation.</p> <p>PROPULSION SYSTEMS</p> <p>Compiled mission analysis data is sent to the engine and propulsions systems OEM for analysis. This requirement is satisfied by receipt of written formal confirmation from the engine OEM that the propulsions critical part lives, inspections and usage algorithms equations account for the Defence aircraft CRE. It possible that justification for the assessment will need to be provided to the authority to assess adequacy of the mission analysis results. Details of the Mission Analysis Programme should be documented in a Engine Structural / Propulsion System Integrity Management Plan (ESIMP / PSIMP) as required by the Airworthiness Design Requirements Manual (ADRM). The content of the ESIMP / PSIMP relating to mission analysis should include:</p> <p>a. Scope and responsibilities</p>	<p>AMC 21.A.44(c) – Continued Integrity of the Aircraft Structure and Propulsion System (AUS)</p> <p>In order to demonstrate compliance with product integrity requirements in the Type Certification Basis (TCB), assumptions are made by OEMs during design regarding factors such as operational usage, loads and environment; material performance; and manufacturing and assembly processes.</p> <p>The periodic assessments undertaken by the MTC holder should ensure that the assumptions made during design and certification that could affect the integrity of structural and propulsion system critical parts (see DASR AMC 21.A.41) remain valid for the Defence Configuration Role and Environment (CRE). Periodic assessments should identify whether there is a need to update the type design (including Airworthiness Limitations (AwL)), Instructions for Continuing Airworthiness or monitoring provisions (e.g. life tracking or health monitoring) in order to ensure continued compliance with the TCB. These subsequent updates are separate to the periodic assessment process and should be conducted in accordance with the relevant DASR.</p> <p>The MTC holder should undertake ongoing monitoring of service experience throughout the operational life of the fleet in order to determine the periodicity of assessments, and collect the data required for the assessments. Relevant service experience data should include, but is not limited to: operational usage; failures, malfunctions, defects and other occurrences (see DASR 21.A.3A(a)), and other unserviceabilities; maintenance findings, results of inspections and repair data; health monitoring data; and detailed inspection or testing of parts with service history. Where available, service experience from other operators</p>	



			<ul style="list-style-type: none"> b. Data requirements for the conduct of the Mission Analysis as specified by the OEM c. Mission Analysis schedule d. Expected output from the OEM at the completion of mission analysis elements, and e. Results and outcomes of Mission Analysis (including methodology, updates to propulsion system critical part requirements specified in the Type-certificate Data Sheet (TCDS) in accordance with DASR GM 21.A.41) f. Any other relevant information. 	<p>should also be considered. The MTC holder should define the data required and establish a relationship with the operator(s) to collect this data.</p> <p>The detailed requirements for ongoing monitoring and periodic assessment are defined in the Airworthiness Design Requirements Manual (ADRM). For aircraft structures these include usage monitoring, structural condition monitoring and periodic structural integrity assessments.</p> <p>For propulsion systems, these include usage monitoring and periodic integrity assessment (mission analysis). Mission analysis for propulsion systems should be undertaken by the respective Original Equipment Manufacturer (OEM) or a suitably experienced organisation with access to necessary type design data. This requirement is satisfied by receipt of written formal confirmation from the OEM/organisation that the propulsion system critical part AwLs (defined in DASR AMC 21.A.41) account for the Defence aircraft CRE.</p> <p>The MTC holder obligations under DASR 21.A.44(c) should be implemented as part of the Aircraft Structural Integrity Program (ASIP) and Propulsion System Integrity Program (PSIP) for each aircraft. The Aircraft Structural / Propulsion System Integrity Management Plan (ASIMP/PSIMP) for each platform should detail the systems, processes and responsibilities for ongoing monitoring and periodic assessment. ◀</p>	
<p>GM to 21.A.44(c)</p>			<p>GM 21.A.44(c) – Conduct of Periodic Aircraft Structural Integrity and Propulsion System Integrity Assessments (AUS)</p> <p>The new introduced DASR 21.A.44(c) bestows upon the Type-certificate, Restricted Type-certificate or Supplemental Type-certificate Holder an obligation to conduct periodic Aircraft Structural Integrity and Propulsion System Integrity assessments in the absence of an equivalent EASA or EMAR requirement. EASA NPA 2013–07—Ageing Aircraft Structures, - proposes regulation, AMC and GM changes to Part 21 and the recently introduced Part 26 (Additional Airworthiness requirements) to ensure that safety risks associated with ageing aircraft are mitigated. Amongst other things, the proposed changes introduces the concept of a Structural Integrity Programme for ageing aircraft, which has close alignment with the Structural Integrity Programs adopted within Australian Defence.</p> <p>The EASA regulation changes that eventuate from NPA 2013–07 are expected to be rolled into EMAR and subsequently DASR. When this occurs, this extant regulation (DASR 21.A.44(c)) is expected to no longer be required and will be subsequently withdrawn.</p> <p>AIRCRAFT STRUCTURAL INTEGRITY</p>	<p>▶▶</p>	



		<p>For ASI, in-service ASI assessment requirements are defined in the Airworthiness Design Requirements Manual (ADRM). These assessments are required to confirm the ongoing validity of the type certificate and may include the following: requirement for an operational loads measurement and assessment capability, Regime Recognition and assessment capability, the conduct of an Ageing Aircraft Structural Assessment, Fatigue Assessments and Environmental Degradation Assessments. Refer to the Authority approved Aircraft Structural Integrity Management Plan (ASIMP) of the affected weapon system for the requirement.</p> <p>PROPULSION SYSTEMS</p> <p>The conduct of a propulsion system Mission Analyses has been identified as a critical certification requirement. ▶ Appendix 1 to GM 21.A.44(c) (AUS)</p>		
<p>Appendix 1 to GM 21.A.44(c)</p>		<p>Appendix 1 to GM 21.A.44(c) - Purpose of Propulsion System Mission Analyses (AUS)</p> <p>During the design of a propulsion system, Original Equipment Manufacturers (OEM) make numerous critical assumptions regarding the intended usage of propulsion systems in order to predict the life of critical parts. These life predictions are performed using complex proprietary lifing models and tools. The usage and design assumptions do not always specifically account for ADF usage.</p> <p>ADF propulsion system operations historically have been shown to be different, and in some cases more severe than OEM design assumptions. These differences need to be assessed early within a propulsion system's service life.</p> <p>Furthermore during the in-service operation of a platform a number of operational and systemic changes can influence the validity of previous mission analyses. For military engines, monitoring of usage parameters against life limits alone is insufficient to ensure that engines continue to operate within the certification basis nor can the associated impact of usage changes be simply assessed. These changes can include but are not limited to:</p> <ol style="list-style-type: none"> a. Changes to individual mission profiles b. Changes to the platform mission mix c. Changes to operating environment d. Capability upgrades to the platform e. Changes to platform roles f. Upgrades to the Usage Monitoring system or HUMS g. Improvement/Refinement in OEM lifing models, and design assumptions. 	<p>▶ ◀</p>	



			<p>Invalid propulsion system critical part lives have the potential for the parts to exceed their certification basis leading to hazardous propulsion system effect, specifically the non-containment of high energy debris. The establishment and conduct of mission analysis programme aims to address the impact of ADF unique usage.</p> <p>Compilation of relevant data to conduct the mission analysis. It is expected that mission analyses are conducted with the direct involvement of the relevant propulsion system OEM (not the airframe OEM) due to commercial constraints and intellectual property restrictions. Data to inform a mission analysis should include:</p> <ol style="list-style-type: none"> a. Parametric data gathered by on-board health/usage monitoring systems b. aircrew interviews/surveys c. Environmental Data d. Mission Profiles and Mission Mix and e. The developed Statement of Operating Intent. <p>A Type-certificate or Restricted Type-certificate holder shall undertake periodic Propulsion System Mission Analyses for the duration a platform's service life in accordance with the requirements of the Airworthiness Design Requirements Manual (ADRM).</p> <p>Periodic mission analyses are to ensure that, propulsion critical part lives defined in DASR GM 21.A.41 remain compliant with the certification basis established as part of DASR 21.A.20 over the life of type of the platform.</p> <p>A type certificate or restricted type certificate holder is to maintain and enact the Mission Analysis Programme, approved by the authority, documented as part of DASR AMC 21.A.44(c).</p> <p>Requirements for a Mission Analysis</p> <p>An initial mission analysis should be conducted to assure that the intended ADF propulsion system operations are within the certification basis.</p> <p>Initial mission analyses are to completed in accordance with the requirements of the ADRM and are typically broken into two phases, unless otherwise specified by the NMAA:</p> <ol style="list-style-type: none"> 1. Initial assessment of intended ADF operations, to completed prior to initial operations; <i>and then followed up by a</i> 		
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<p>AMC2 to 21.A.97</p>			<p>Nil</p>	<p>AMC2 21.A.97 - Structural and Propulsion System Critical Parts and Airworthiness Limitations (AUS)</p> <p>Applicants for major changes should identify and submit to the Authority a list of critical parts and airworthiness limitations as described at DASR AMC 21.A.41.</p>	
<p>AMC to 21.A.445</p>			<p>AMC 21.A.445 - Unrepaired damage (AUS)</p> <p>For Aircraft Structural Integrity (ASI) determinations, if there is no Type Design advice for the damage in the pre-approved data set, ie Structural Repair Manual or equivalent, the substantiation should assure:</p> <ol style="list-style-type: none"> a. The full extent of the damage is known (especially important for corrosion and composites) b. Compliance with the strength requirements of the Structural Design Standard as specified in the weapon system approved Aircraft Structural Integrity Management Plan (ASIMP) 	<p>AMC 21.A.445 - Unrepaired damage (AUS)</p> <p>► A repair design approval using the provisions of DASR 21.A.445 can be used to establish that the aircraft is in an airworthy condition provided compliance with the applicable Type Certification Basis (TCB) requirements can be demonstrated. Demonstration of compliance can be subject to limitations such as additional inspections or a limit on the duration of the approval.</p> <p>For damage to aircraft structure that is left unrepaired, and is not covered by previously approved data, the evaluation of the damage should ensure: ◀</p> <ol style="list-style-type: none"> a. The full extent of the damage is known (especially important for corrosion damage and composites materials) b. Compliance with the strength requirements of the ► TCB ◀ c. The limitations account for anticipated damage growth and potential for initiation of secondary damage or failures. 	



GM2 to 21.A.708(c)			<p>GM2 to 21.A.708(c) – Substantiations</p> <p>The substantiations should include analysis, calculations, tests or other means used to determine under which conditions or restrictions the aircraft can perform safely in flight.</p> <p>Post award of a Type-certificate and corresponding Certificate of Airworthiness, a Permit to Fly may be considered equivalent to temporary Special Conditions (DASR 21.A.16B) to compensate for temporary non-compliances against the Certification Basis. For example, an overdue inspection (AD or SBI programme) or ferry flight with un-repaired damage that is beyond the provisions of DASR 21.A.445.</p> <p>For Structural Integrity (SI), it is most important to substantiate that the maximum allowable stress will not increase. So, for example, if the stress per 'g' has increased because the aircraft is overweight or under strength, then compensate by limiting the flight envelope to limit the 'g'. If the non-compliance is an overdue inspection, assume the worst.</p> <p>If an equivalent level of safety is not possible and the risk of failure cannot be limited, then limit the consequences of failure to occupants and others.</p>	<p>GM2 to 21.A.708(c) – Substantiations</p> <p>The substantiations should include analysis, calculations, tests or other means used to determine under which conditions or restrictions the aircraft can perform safely in flight.</p> <p>► For aircraft structure it is important to assess the likelihood that the maximum stress during flight will exceed the allowable value. For example, if the aircraft is overweight or under-strength due to damage, then flight envelope limitations can limit the maximum stress during flight and decrease the likelihood of structural failure. If the non-compliance is an overdue inspection, then the substantiation should quantify the likelihood that any damage present will exceed the residual strength capacity of the structure during continued operations. ◀</p>	
DASR 139 – Aerodromes					
AMC to 139.80.A(4)	DCP 2021 - 009		<p>AMC 139.80.A(4) - Implement arrangements to support continued aerodrome compliance with the agreed certification basis (AUS)</p> <ol style="list-style-type: none"> 1. For the Authority to be assured the safe design of the aerodrome will be retained throughout the service life of the aerodrome, systems and procedures should be implemented to: 2. retain all relevant design information, drawings and test reports; including inspection records for the aerodrome in order to provide the information necessary to ensure the continued compliance to the aerodrome certification basis, and conditions for safe operation of the aerodrome. <ol style="list-style-type: none"> a. manage the configuration of the aerodrome design, and b. collect, investigate and analyse reports of and information related to failures, malfunctions, defects or other occurrences which might adversely affect safe operation of the aerodrome, to implement corrective action if warranted. 3. For the purposes of initial aerodrome certification, the applicant is expected to establish these systems and procedures. Continued implementation and monitoring of these systems and procedures is the responsibility of the Aerodrome Operator. 	<p>AMC 139.80.A(4) - Implement arrangements to support continued aerodrome compliance with the agreed certification basis (AUS)</p> <ol style="list-style-type: none"> 1. For the Authority to be assured the safe design of the aerodrome will be retained throughout the service life of the aerodrome, systems and procedures should be implemented to: <ol style="list-style-type: none"> a. retain all relevant design information, drawings and test reports; including inspection records for the aerodrome in order to provide the information necessary to ensure the continued compliance to the aerodrome certification basis, and conditions for safe operation of the aerodrome. b. manage the configuration of the aerodrome design, and c. collect, investigate and analyse reports of and information related to failures, malfunctions, defects or other occurrences which might adversely affect safe operation of the aerodrome, to implement corrective action if warranted. 2. For the purposes of initial aerodrome certification, the applicant is expected to establish these systems and procedures. Continued implementation and monitoring of these systems and procedures is the responsibility of the Aerodrome Operator. 	A formatting error in paragraph numbering to AMC 139.80.A(4) - Implement arrangements to support continued aerodrome compliance with the agreed certification basis (AUS) was noted.



DASR 145 – Requirements For Maintenance Organisations

<p>AMC to 145.A.20</p>	<p>DCP 2020 - 023</p>	<p>Minor</p>	<p>AMC 145.A.20 Terms of approval (AUS)</p> <ol style="list-style-type: none"> 1. Appendix II to DASR 145.A.20 details the Class and rating system to be used to determine the scope of approval for Maintenance Organisations. 2. Table 1 in Appendix II of DASR 145 identifies the S1000D Chapter Reference for the Category C component rating. If the maintenance manual (or equivalent document) does not follow the S1000D Chapter reference, the corresponding subjects still apply to the applicable C rating. 3. Line maintenance should be understood as any maintenance that is carried out before flight to ensure that the aircraft is fit for the intended flight. <ol style="list-style-type: none"> a. Line maintenance may include: <ul style="list-style-type: none"> - Trouble shooting. - Defect rectification. - Component replacement with use of external test equipment if required. Component replacement may include components such as engines and propellers. - Scheduled maintenance and/or checks including visual inspections that will detect obvious unsatisfactory conditions/discrepancies but do not require extensive in depth inspection. It may also include internal structure, systems and power plant items which are visible through quick opening access panels/doors. - Minor repairs and modifications which do not require extensive disassembly and can be accomplished by simple means. b. For temporary or occasional cases (AD's, SB's) the Quality Manager may accept base maintenance tasks to be performed by a line maintenance organisation provided all requirements are fulfilled as defined by the NMAA. c. Maintenance tasks falling outside these criteria are considered to be base maintenance. 	<p>AMC 145.A.20 Terms of approval (AUS)</p> <p>▶◀</p> <ol style="list-style-type: none"> 1. Table 1 in Appendix II of DASR 145 identifies the S1000D Chapter Reference for the Category C component rating. If the maintenance manual (or equivalent document) does not follow the S1000D Chapter reference, the corresponding subjects still apply to the applicable C rating. <p>▶◀</p>	<p>Since DASR was introduced in September 2016, the understanding of the regulatory principles has significantly matured. A review of DASR green text was undertaken to verify whether the current green text provided clarity to DASR. The result of the review determined that some green text should be amended or removed to improve clarity and readability of DASR.</p> <p>The changes to green text removes or amends text that either repeats the regulatory text, does not provide any additional clarity or is deemed no longer relevant.</p> <p>The benefits of the changes will:</p> <ul style="list-style-type: none"> - Simplify DASR 145 by either amending or removing green text to improve readability. - Improve alignment of DASR 145 to EMAR 145. <p>This amendment of DASR 145 does not change the intent of the regulation or the compliance requirements.</p>
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			<p>d. Aircraft maintained in accordance with “progressive” type programmes should be individually assessed in relation to this paragraph. In principle, the decision to allow some “progressive” checks to be carried out should be determined by the assessment that all tasks within the particular check can be carried out safely to the required standards at the designated line maintenance station.</p>		
AMC to 145.A.25(d)			<p>AMC 145.A.25(d) Facility requirements</p> <ol style="list-style-type: none"> Storage facilities for serviceable aircraft components should be clean, well ventilated and maintained at a constant dry temperature to minimise the effects of condensation. Manufacturer’s storage recommendations should be followed for those aircraft components identified in such published recommendations. With regards to deployed military operations these requirements should be met as far as practicable. Adequate storage racks must be provided and should be strong enough to hold aircraft components and provide sufficient support for large aircraft components such that the component is not distorted during storage. All aircraft components, wherever practicable, should remain packaged in protective material to minimise damage and corrosion during storage. Once unserviceable components, or materials have been identified as unsalvageable in accordance with DASR 145.A.42(d), the organisation shall establish secure storage / segregation areas ¹ in which to store such items, and prevent unauthorised access. The person responsible for the implementation of this procedure must be identified. 	<p>AMC 145.A.25(d) Facility requirements</p> <ol style="list-style-type: none"> Storage facilities for serviceable aircraft components should be clean, well ventilated and maintained at a constant dry temperature to minimise the effects of condensation. Manufacturer’s storage recommendations should be followed for those aircraft components identified in such published recommendations. With regards to deployed military operations these requirements should be met as far as practicable. ▶ Storage racks ◀ should be strong enough to hold aircraft components and provide sufficient support for large aircraft components such that the component is not distorted during storage. All aircraft components, wherever practicable, should remain packaged in protective material to minimise damage and corrosion during storage. <p>▶ ◀</p>	
145.A.30(b)(2)			<p>145.A.30 Personnel requirements</p> <ol style="list-style-type: none"> The person or persons nominated shall be identified and their credentials submitted in a form and manner established by the NMAA. ▶ AMC 	<p>145.A.30 Personnel requirements</p> <ol style="list-style-type: none"> The person or persons nominated shall be identified and their credentials submitted in a ▶ form ◀ and manner established by the NMAA. ▶ ◀ 	
AMC to 145.A.30(b)(2)			<p>AMC 145.A.30(b)(2) Personnel requirements</p> <p>Personnel nominations should be submitted on a DASR Form 4.</p>	<p>▶ ◀</p>	
145.A.35			<p>145.A.35 Certifying staff and support staff</p> <ol style="list-style-type: none"> The person responsible for the quality system shall also remain responsible on behalf of the maintenance organisation for issuing certification authorisations to certifying staff. Such person may nominate other persons to actually issue or revoke the certification authorisations in accordance with a procedure as specified in the MOE. ▶ GM 	<p>145.A.35 Certifying staff and support staff</p> <ol style="list-style-type: none"> ▶ The maintenance organisation shall nominate an individual who shall ◀ remain responsible on behalf of the maintenance organisation for issuing certification authorisations to certifying staff. Such person may nominate other persons to actually issue or revoke the certification authorisations in accordance with a procedure as specified in the MOE. ▶ GM 	



<p>AMC to 145.A.35(n)</p>			<p>AMC 145.A.35(n) Certifying staff and support staff</p> <ol style="list-style-type: none"> 1. It is the responsibility of the AMO issuing the Category A certifying staff authorisation to ensure that the task training received by this person covers all the tasks to be authorised. This is particularly important in those cases where the task training has been provided by a DASR 147 MTO or by an AMO different from the one issuing the authorisation. 2. "Appropriately approved in accordance with DASR 147" means an MTO holding an approval to provide Category A task training for the corresponding aircraft type. 3. "Appropriately approved in accordance with DASR 145" means an AMO holding a maintenance organisation approval for the corresponding aircraft type. 4. It is acceptable to substitute task training with type training, provided that the type training meets the requirements of paragraph 1 	<p>AMC 145.A.35(n) Certifying staff and support staff</p> <ol style="list-style-type: none"> 1. It is the responsibility of the AMO issuing the Category A certifying staff authorisation to ensure that the task training received by this person covers all the tasks to be authorised. This is particularly important in those cases where the task training has been provided by a DASR 147 MTO or by an AMO different from the one issuing the authorisation. 2. "Appropriately approved in accordance with DASR 147" means an MTO holding an approval to provide Category A task training for the corresponding aircraft type. 3. "Appropriately approved in accordance with DASR 145" means an AMO holding a maintenance organisation approval for the corresponding aircraft type. <p>▶ ◀</p>	
<p>AMC to 145.A.35(o)</p>			<p>AMC 145.A.35(o) Certifying and support staff</p> <ol style="list-style-type: none"> 1. The privilege for a Category B2 MAML holder to release minor scheduled line maintenance and simple defect rectification in accordance with DASR 66.A.20(a)(3)(ii) can only be granted by the AMO where the MAML holder is employed/contracted after meeting all the requirements specified in DASR 145.A.35(o). This privilege cannot be transferred to another maintenance organisation. 2. When a Category B2 MAML holder already holds a certifying staff authorisation containing minor scheduled line maintenance and simple defect rectification for a particular aircraft type, new tasks relevant to Category A can be added to that type without requiring another 6 months of experience. However, task training (theoretical plus practical hands-on) and examination/assessment for these additional tasks is still required. 3. When the certifying staff authorisation intends to cover several aircraft types, the experience may be combined within a single 6-month period. For the addition of new aircraft types to the certifying staff authorisation, another 6 months should be required unless the aircraft is considered similar per AMC DASR 66.A.20(b)2 to the one already held. 4. The term "6 months of experience" can include either full-time employment or part-time employment. The important aspect is that the person has been involved for the equivalent of a 6 month period in those tasks which are going to be part of the authorisation. 	<p>AMC 145.A.35(o) Certifying and support staff</p> <ol style="list-style-type: none"> 1. The privilege for a Category B2 MAML holder to release minor scheduled line maintenance and simple defect rectification in accordance with DASR 66.A.20(a)(3)(ii) can only be granted by the AMO where the MAML holder is employed/contracted after meeting all the requirements specified in DASR 145.A.35(o). This privilege cannot be transferred to another maintenance organisation. 2. When a Category B2 MAML holder already holds a certifying staff authorisation containing minor scheduled line maintenance and simple defect rectification for a particular aircraft type, new tasks relevant to Category A can be added to that type without requiring another 6 months of experience. However, task training (theoretical plus practical hands-on) and examination/assessment for these additional tasks is still required. 3. When the certifying staff authorisation intends to cover several aircraft types, the experience may be combined within a single 6-month period. For the addition of new aircraft types to the certifying staff authorisation, another 6 months should be required unless the aircraft is considered similar per AMC DASR 66.A.20(b)2 to the one already held. 4. The term "6 months of experience" can include either full-time employment or part-time employment. The important aspect is that the person has been involved ▶ ◀ in those tasks which are going to be part of the authorisation. 	



AMC to 145.A.40(a)(1)			<p>AMC 145.A.40(a)(1) Equipment, tools and material (AUS)</p> <p>The agreement by the NMAA for the use of alternative tooling by the Approved Maintenance Organisation should be formalised through the approval of a detailed procedure in the Maintenance Organisation Exposition. This AMC contains principles and conditions to be taken into account for the preparation of an acceptable procedure. The procedure should include:</p> <ul style="list-style-type: none"> - Demonstration of equivalence between design/manufacturing data of alternate tools and the data/features of the tools recommended in the maintenance data of the manufacturers. - In-house identification rules for alternate tools (manufacturers reference number and serial number). - Alternate tools validation process. - Register of alternate tools / tagging / relation between the references of original tools and alternate tools. - Treatment of possible changes of maintenance data according to the new references of alternative tooling (modifications limited to the references of the tooling to be used and/or adaptation of maintenance data regarding alternative tooling). Refer to DASR AMC 145.A.45(d) paragraph 1(c). - Use/storage/maintenance manuals according to the need. - In-house approval of each alternate tooling before servicing. - Storage of the records of alternative tooling. 	▶◀	
GM to 145.A.40(a)(1)			Nil	<p>GM 145.A.40(a)(1) Equipment, tools and material (AUS)</p> <p>The agreement by the NMAA for the use of alternative tooling by the Approved Maintenance Organisation should be formalised through the approval of a detailed procedure in the Maintenance Organisation Exposition. This AMC contains principles and conditions to be taken into account for the preparation of an acceptable procedure. The procedure should include:</p> <ul style="list-style-type: none"> - Demonstration of equivalence between design/manufacturing data of alternate tools and the data/features of the tools recommended in the maintenance data of the manufacturers. - In-house identification rules for alternate tools (manufacturers reference number and serial number). 	



				<ul style="list-style-type: none"> - Alternate tools validation process. - Register of alternate tools / tagging / relation between the references of original tools and alternate tools. - Treatment of possible changes of maintenance data according to the new references of alternative tooling (modifications limited to the references of the tooling to be used and/or adaptation of maintenance data regarding alternative tooling). Refer to DASR AMC 145.A.45(d) paragraph 1(c). - Use/storage/maintenance manuals according to the need. - In-house approval of each alternate tooling before servicing. - Storage of the records of alternative tooling. 	
<p>AMC to 145.A.42(a)(1)</p>			<p>AMC 145.A.42(a)(1) Acceptance of components (AUS)</p> <ol style="list-style-type: none"> 1. To ensure a component is in a satisfactory condition, the approved maintenance organisation should ensure that authorised certifying staff perform checks and verifications. 2. Performance of above checks and verifications should take place before the component is installed on the aircraft. 3. The following list, though not exhaustive, contains typical checks and verifications to be performed: <ol style="list-style-type: none"> a. verify the general condition of components and their packaging in relation to damages that could affect the integrity of the components; b. verify that the shelf life of the component has not expired; c. verify that items are received in the appropriate package in respect of the type of component i.e. electrostatic sensitive devices are packed in electro sensitive packaging when necessary; d. verify that component has all plugs and caps appropriately installed to prevent damage or internal contamination. Tape should not be used to cover electrical connections or fluid fittings/openings because adhesive residues can insulate electrical connections and contaminate hydraulic or fuel units. 4. The purpose of the DASR Form 1 is to release components after manufacture and to release maintenance work carried out on such components under the approval of an NMAA and to allow components removed from one aircraft/component to be fitted to another aircraft/ component. 	<p>▶◀</p>	



<p>AMC to 145.A.42(a)(2)</p>			<p>AMC 145.A.42(a)(2) Acceptance of components</p> <p>The maintenance organisation performing maintenance should ensure proper identification of any unserviceable components.</p> <p>The unserviceable status of the component should be clearly declared on a tag or other suitable means together with the component identification data and any information useful to define actions necessary to be taken. Such information should state, as applicable, in-service times, maintenance status, preservation status, failures, defects or malfunctions reported or detected, exposure to adverse environmental conditions or if the component has been involved in or affected by an accident/incident. Means should be provided to prevent unwanted separation of this tag from the component.</p> <p>Procedures shall be defined by the organisation describing the decision process for the status of unserviceable components. This procedure shall identify at least the following:</p> <ul style="list-style-type: none"> a. role and responsibilities of the persons managing the decision process; b. description of the decision process to choose between maintaining, storing or mutilating a component; c. traceability of decision. <p>Storage / segregation and management of any unserviceable component shall be ensured according to the pertinent procedure approved to that organisation.</p> <p>Where the unserviceability has resulted in an occurrence report, the component shall be retained by the maintenance organisation until such time as investigation into the failure, malfunction or defect has determined that the component is not required to be retained for further examination.</p> <p>NOTE: 'A secure location under the control of an approved maintenance organisation' means a secure location for which security is the responsibility of the approved maintenance organisation. This may include facilities established by the approved maintenance organisation at locations different from the main maintenance facilities. These locations should be identified in the relevant procedures of the approved maintenance organisation.</p>	<p>AMC 145.A.42(a)(2) Acceptance of components</p> <p>The maintenance organisation performing maintenance should ensure proper identification of any unserviceable components.</p> <p>The unserviceable status of the component should be clearly declared on a tag or other suitable means together with the component identification data and any information useful to define actions necessary to be taken. Such information should state, as applicable, in-service times, maintenance status, preservation status, failures, defects or malfunctions reported or detected, exposure to adverse environmental conditions or if the component has been involved in or affected by an accident/incident. Means should be provided to prevent unwanted separation of this tag from the component.</p> <p>Procedures shall be defined by the organisation describing the decision process for the status of unserviceable components. This procedure shall identify at least the following:</p> <ul style="list-style-type: none"> a. role and responsibilities of the persons managing the decision process; b. description of the decision process to choose between maintaining, storing or mutilating a component; c. traceability of decision. <p>▶▶</p> <p>▶▶</p> <p>▶▶</p>	
<p>AMC to 145.A.42(a)(3)(i)</p>			<p>Nil</p>	<p>AMC 145.A.42(a)(3)(i) Acceptance of components (AUS)</p> <p>Once components or materials have been identified as unsalvageable, the organisation should establish secure areas in which to segregate such items and to prevent unauthorised access. Unsalvageable components should be managed through a procedure to ensure that these</p>	



<p>AMC2 to 145.A.42(a)(4)</p>			<p>AMC2 145.A.42(a)(4) Acceptance of components (AUS)</p> <ol style="list-style-type: none"> 1. Standard parts are: <ol style="list-style-type: none"> a. Parts manufactured in complete compliance with an established industry, agency, NMAA or other Government specification which includes design, manufacturing, test and acceptance criteria, and uniform identification requirements. The specification should include all information necessary to produce and verify conformity of the part. It should be published so that any party may manufacture the part. Examples of specifications are National Aerospace Standards (NAS), Army-Navy Aeronautical Standard (AN), Society of Automotive Engineers (SAE), SAE Sematec, Joint Electron Device Engineering Council, Joint Electron Tube Engineering Council, and American National Standards Institute (ANSI), EN Specifications etc... b. Not Applicable 2. To designate a part as a standard part the Type Certificate (TC) holder may issue a standard parts manual accepted by the NMAA of the original TC holder or may make reference in the parts catalogue to a national/international specification (such as a standard diode/capacitor etc) not being an aviation only specification for the particular part. 3. Documentation accompanying standard parts should clearly relate to the particular parts and contain a conformity statement plus both the manufacturing and supplier source. Some material is subject to special conditions such as storage condition or life limitation etc. and this should be included on the documentation and / or material packaging. 4. A DASR Form 1, or equivalent is not normally issued and therefore none should be expected. 	<p>components receive the appropriate final disposal. The person responsible for the implementation of this procedure should be identified.</p> <p>▶ ◀</p>	
<p>Footnote to AMC to 145.A.42(b)(d)(ii)</p>			<p>AMC 145.A.42(b) Acceptance of components</p> <p>(a) The DASR Form 1 (or other equivalent forms detailed at AMC DASR 145.A.42(a)) identifies the status of an aircraft component. Block 12 'Remarks' on the DASR Form 1 in some cases contains vital airworthiness related information which may need appropriate and necessary actions. The receiving maintenance organisation should be satisfied that the component in question is in satisfactory condition and has been appropriately released to service. In addition, the maintenance organisation should ensure that the component meets the approved data/standard, such as the required design and modification standard. This may be accomplished by reference to the manufacturer's parts catalogue or other</p>	<p>AMC 145.A.42(b) Acceptance of components</p> <p>(a) The DASR Form 1 (or other equivalent forms detailed at AMC DASR 145.A.42(a)) identifies the status of an aircraft component. Block 12 'Remarks' on the DASR Form 1 in some cases contains vital airworthiness related information which may need appropriate and necessary actions. The receiving maintenance organisation should be satisfied that the component in question is in satisfactory condition and has been appropriately released to service. In addition, the maintenance organisation should ensure that the component meets the approved data/standard, such as the required design and modification standard. This may be accomplished by reference to the manufacturer's parts catalogue or other</p>	



		<p>approved data (i.e. Service Bulletin). Care should also be taken in ensuring compliance with applicable ADs, the status of any life-limited parts fitted to the aircraft component as well as CDCCLs (if applicable).</p> <p>(b) To ensure a component is in a satisfactory condition, the maintenance organisation should perform checks and verifications.</p> <p>(c) Performance of the above checks and verifications should take place before the component is installed on the aircraft.</p> <p>(d) The following list, though not exhaustive, contains typical checks to be performed:</p> <ul style="list-style-type: none"> i. verify the general condition of components and their packaging in relation to damages that could affect the integrity of the components; ii. verify that the shelf life of the component ▶¹ has not expired; iii. verify that items are received in the appropriate package in respect of the type of component: e.g. correct ATA 300 or electrostatic sensitive devices packaging, when necessary; iv. verify that the component has all plugs and caps appropriately installed in accordance with approved data to prevent damage or internal contamination. 	<p>approved data (i.e. Service Bulletin). Care should also be taken in ensuring compliance with applicable ADs, the status of any life-limited parts fitted to the aircraft component as well as CDCCLs (if applicable).</p> <p>(b) To ensure a component is in a satisfactory condition, the maintenance organisation should perform checks and verifications.</p> <p>(c) Performance of the above checks and verifications should take place before the component is installed on the aircraft.</p> <p>(d) The following list, though not exhaustive, contains typical checks to be performed:</p> <ul style="list-style-type: none"> i. verify the general condition of components and their packaging in relation to damages that could affect the integrity of the components; ii. verify that the shelf life of the component ▶ ◀ has not expired; iii. verify that items are received in the appropriate package in respect of the type of component: e.g. correct ATA 300 or electrostatic sensitive devices packaging, when necessary; iv. verify that the component has all plugs and caps appropriately installed in accordance with approved data to prevent damage or internal contamination. 	
145.A.48		<p>145.A.48 Performance of maintenance</p> <p>(b) An error capturing method is implemented after the performance of any critical maintenance task. ▶ AMC</p>	<p>145.A.48 Performance of maintenance</p> <p>(b) ▶ An independent inspection shall be carried out after any flight safety sensitive maintenance task unless otherwise specified in this DASR or agreed by the NMAA. ◀ ▶ AMC</p>	
AMC to 145.A.48(a)		<p>AMC 145.A.48(a) Performance of maintenance (AUS)</p> <ol style="list-style-type: none"> 1. The general maintenance and inspection standards applied to individual maintenance tasks should meet the recommended standards and practices of the organisation responsible for the type design which are normally published in the maintenance manuals. 2. In the absence of maintenance and inspection standards published by the organisation responsible for the type design maintenance personnel should refer to the relevant aircraft airworthiness standards and procedures published or used as guidance by the NMAA. The maintenance standards used should contain methods, techniques and practices acceptable to the NMAA for the maintenance of aircraft and its components. 	<p>▶ ◀</p>	
AMC to 145.A.48(b)		<p>145.A.48 Performance of maintenance</p> <p>Independent inspection is one possible error-capturing method following the performance of any critical maintenance. See DASR AMC M.A.302(d)(3)</p>	<p>145.A.48 Performance of maintenance</p> <p>▶ ◀</p>	



			<p>(a) The manufacturer's Instructions for Continuing Airworthiness should be followed when determining the need for an independent inspection.</p> <p>(b) In the absence of maintenance and inspection standards published by the organisation responsible for the type design, maintenance tasks that involve the assembly or any disturbance of a control system and that, if errors occurred, could result in a failure, malfunction, or defect endangering the safe operation of the aircraft should be considered as flight safety sensitive maintenance tasks needing an independent inspection. A control system is an aircraft system by which the flight path, attitude, or propulsive force of the aircraft is changed, including the flight, engine and propeller controls (but not limited to these systems), the related system controls and the associated operating mechanisms. Maintenance tasks associated with the crew escape and safety systems should also be considered as flight safety sensitive maintenance tasks.</p> <p>(c) A maintenance task requiring an independent inspection consists of an authorised person signing the maintenance task/release, who assumes full responsibility for the satisfactory completion of the work, before being subsequently inspected by an independent competent and authorised person who attests to the satisfactory completion of the work recorded and that no deficiencies have been found.</p> <ol style="list-style-type: none"> 1. A maintenance task requiring an independent inspection should therefore involve at least two persons, to ensure correct assembly, locking and sense of operation. A technical record of the inspection should contain the signatures of both persons before the relevant certificate of release to service is issued. 2. The independent competent and authorised person is not issuing a maintenance release, therefore, is not required to hold certification privileges. However, they should be suitably qualified to carry out the inspection and must not have been involved in the work. <p>(d) The maintenance organisation should have procedures to demonstrate that independent signatories have been trained, and have gained experience on the specific systems being inspected.</p> <p>(e) The following maintenance tasks should primarily be considered when inspecting aircraft control and crew escape and safety systems that have been disturbed:</p> <ol style="list-style-type: none"> 1. installation, rigging, and adjustment of flight controls; 	<p>(a) The manufacturer's Instructions for Continuing Airworthiness should be followed when determining the need for an independent inspection.</p> <p>(b) In the absence of maintenance and inspection standards published by the organisation responsible for the type design, maintenance tasks that involve the assembly or any disturbance of a control system and that, if errors occurred, could result in a failure, malfunction, or defect endangering the safe operation of the aircraft should be considered as flight safety sensitive maintenance tasks needing an independent inspection. A control system is an aircraft system by which the flight path, attitude, or propulsive force of the aircraft is changed, including the flight, engine and propeller controls (but not limited to these systems), the related system controls and the associated operating mechanisms. Maintenance tasks associated with the crew escape and safety systems should also be considered as flight safety sensitive maintenance tasks.</p> <p>(c) A maintenance task requiring an independent inspection consists of an authorised person signing the maintenance task/release, who assumes full responsibility for the satisfactory completion of the work, before being subsequently inspected by an independent competent and authorised person who attests to the satisfactory completion of the work recorded and that no deficiencies have been found.</p> <ol style="list-style-type: none"> 1. A maintenance task requiring an independent inspection should therefore involve at least two persons, to ensure correct assembly, locking and sense of operation. A technical record of the inspection should contain the signatures of both persons before the relevant certificate of release to service is issued. 2. The independent competent and authorised person is not issuing a maintenance release, therefore, is not required to hold certification privileges. However, they should be suitably qualified to carry out the inspection and must not have been involved in the work. <p>(d) The maintenance organisation should have procedures to demonstrate that independent signatories have been trained, and have gained experience on the specific systems being inspected.</p> <p>(e) The following maintenance tasks should primarily be considered when inspecting aircraft control and crew escape and safety systems that have been disturbed:</p> <ol style="list-style-type: none"> 1. installation, rigging, and adjustment of flight controls; 	
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			<ol style="list-style-type: none"> 2. installation of aircraft engines, propellers; and rotors; and 3. overhaul, calibration or rigging of components such as engines, propellers, transmissions and gearboxes; and 4. installation and maintenance carried out on ejection seats. <p>Consideration should also be given to:</p> <ol style="list-style-type: none"> 1. previous experience of maintenance errors, depending on the consequences of the failure; and 2. information arising from an 'occurrence reporting system'; and 3. information arising from the Operating Organisation/CAMO. <p>(f) When inspecting control systems and crew escape and safety systems that have undergone maintenance, the person signing the maintenance release and the person performing the independent inspection should consider the following points independently:</p> <ol style="list-style-type: none"> 1. all those parts of the system that have actually been disconnected or disturbed, should be inspected for correct assembly and locking; 2. the system as a whole should be inspected for full and free movement over the complete range; 3. cables should be tensioned correctly with adequate clearance at secondary stops; 4. the operation of the system as a whole should be observed to ensure that the controls are operating in the correct sense; 5. if the system is duplicated to provide redundancy, each system should be inspected separately; and 6. if different systems are interconnected so that they affect each other, all interactions should be inspected through the full range of the applicable controls. 	<ol style="list-style-type: none"> 2. installation of aircraft engines, propellers; and rotors; and 3. overhaul, calibration or rigging of components such as engines, propellers, transmissions and gearboxes; and 4. installation and maintenance carried out on ejection seats. <p>Consideration should also be given to:</p> <ol style="list-style-type: none"> 1. previous experience of maintenance errors, depending on the consequences of the failure; and 2. information arising from an 'occurrence reporting system'; and 3. information arising from the Operating Organisation/CAMO. <p>(f) When inspecting control systems and crew escape and safety systems that have undergone maintenance, the person signing the maintenance release and the person performing the independent inspection should consider the following points independently:</p> <ol style="list-style-type: none"> 1. all those parts of the system that have actually been disconnected or disturbed, should be inspected for correct assembly and locking; 2. the system as a whole should be inspected for full and free movement over the complete range; 3. cables should be tensioned correctly with adequate clearance at secondary stops; 4. the operation of the system as a whole should be observed to ensure that the controls are operating in the correct sense; 5. if the system is duplicated to provide redundancy, each system should be inspected separately; and 6. if different systems are interconnected so that they affect each other, all interactions should be inspected through the full range of the applicable controls. 	
GM to 145.A.55(c)(2)			<p>GM 145.A.55(c)(2) Maintenance records (AUS)</p> <p>When hardware or software changes take place, special care should be taken that all necessary data continues to be accessible at least through the required retention period.</p>	▶◀	



<p>AMC to 145.A.65(b)(4)</p>			<p>AMC 145.A.65(b)(4) Safety and quality policy, maintenance procedures, quality system and safety management system (AUS)</p> <p>Procedures should be established to ensure that all damage to aircraft or components is assessed against published approved repair data and the action to be taken if the damage is beyond the limits or outside the scope of such data. This could involve any one or more of the following options; repair by replacement of damaged parts, requesting technical support from the CAMO, the type certificate holder, from an organisation approved in accordance with DASR 21 and finally agency approval of the particular repair data.</p>	<p>▶◀</p>	
<p>AMC to 145.A.70(a)</p>			<p>AMC 145.A.70(a) Maintenance Organisation Exposition</p> <p>1. The information specified in DASR 145.A.70(a) subparagraphs (6) and (12) to (16) inclusive, whilst a part of the MOE, may be kept as separate documents or on separate electronic data files subject to the management part of this MOE containing a clear cross-reference to such documents or electronic data files</p> <p>2. The MOE should contain the information, as applicable, specified in this AMC and in the ▶ Appendix V to DASR AMC 145.A.70(a). The information may be presented in any subject order as long as all applicable subjects are covered. The MOE should contain a cross-reference list with an explanation as to where each DASR 145 Section A requirement is addressed in the the MOE.</p> <p>3. The MOE should contain information, as applicable, on how the maintenance organisation complies with CDCCL instructions (if applicable).</p> <p>4. NOT APPLICABLE.</p> <p>5. The maintenance organisation may use electronic data processing (EDP) for publication of the MOE. The MOE should be made available to the approving NMAA in a form acceptable to the NMAA. Attention should be paid to the compatibility of EDP publication systems with the necessary dissemination of the MOE, both internally and externally.</p> <p>6. The following information should be included in the MOE:</p> <p style="text-align: center;">PART 0 GENERAL ORGANISATION</p> <p style="text-align: center;">0.1 List of effective pages</p>	<p>AMC 145.A.70(a) Maintenance Organisation Exposition</p> <p>1. The information specified in DASR 145.A.70(a) subparagraphs (6) and (12) to (16) inclusive, whilst a part of the MOE, may be kept as separate documents or on separate electronic data files subject to the management part of this MOE containing a clear cross-reference to such documents or electronic data files</p> <p>2. The MOE should contain the information, as applicable, specified in this AMC and in the ▶ Appendix V to DASR AMC 145.A.70(a). The information may be presented in any subject order as long as all applicable subjects are covered. The MOE should contain a cross-reference list with an explanation as to where each DASR 145 Section A requirement is addressed in the ▶◀ MOE.</p> <p>3. The MOE should contain information, as applicable, on how the maintenance organisation complies with CDCCL instructions (if applicable).</p> <p>4. NOT APPLICABLE.</p> <p>5. The maintenance organisation may use electronic data processing (EDP) for publication of the MOE. The MOE should be made available to the approving NMAA in a form acceptable to the NMAA. Attention should be paid to the compatibility of EDP publication systems with the necessary dissemination of the MOE, both internally and externally.</p> <p>6. The following information should be included in the MOE:</p> <p style="text-align: center;">PART 0 GENERAL ORGANISATION</p> <p style="text-align: center;">0.1 List of effective pages</p>	



			<p>0.2 List of issues / amendments / record of revisions</p> <p>0.3 Distribution list</p> <p>0.4 DASR 145 requirements cross-reference list</p> <p>0.5 General information</p> <p>PART 1 MANAGEMENT</p> <p>1.1 Corporate commitment by the Accountable Manager</p> <p>1.2 Safety and quality policy</p> <p>1.3 Management personnel</p> <p>1.4 Duties and responsibilities of management personnel</p> <p>1.5 Management Organisational chart</p> <p>1.6 List of certifying staff and support staff</p> <p>1.7 Manpower resources</p> <p>1.8 General description of the facilities at each address intended to be approved</p> <p>1.9 Organisations intended scope of work</p> <p>1.10 Notification procedure to the NMAA regarding changes to the maintenance organisations activities / approvals / locations / personnel</p> <p>1.11 MOE amendment procedures including, if applicable, delegated procedures</p> <p>PART 2 MAINTENANCE PROCEDURES</p> <p>2.1 Supplier evaluation and contract tasking / control procedure</p> <p>2.2 Acceptance / inspection of aircraft components and material</p> <p>2.3 Storage, tagging and release of aircraft components and material to aircraft maintenance</p>	<p>0.2 List of issues / amendments / record of revisions</p> <p>0.3 Distribution list</p> <p>0.4 DASR 145 requirements cross-reference list</p> <p>0.5 General information</p> <p>PART 1 MANAGEMENT</p> <p>1.1 Corporate commitment by the Accountable Manager</p> <p>1.2 Safety and quality policy</p> <p>1.3 Management personnel</p> <p>1.4 Duties and responsibilities of management personnel</p> <p>1.5 Management Organisational chart</p> <p>1.6 List of certifying staff and support staff</p> <p>1.7 Manpower resources</p> <p>1.8 General description of the facilities at each address intended to be approved</p> <p>1.9 Organisations intended scope of work</p> <p>1.10 Notification procedure to the NMAA regarding changes to the maintenance organisations activities / approvals / locations / personnel</p> <p>1.11 MOE amendment procedures including, if applicable, delegated procedures</p> <p>PART 2 MAINTENANCE PROCEDURES</p> <p>2.1 Supplier evaluation and contract tasking / control procedure</p> <p>2.2 Acceptance / inspection of aircraft components and material</p> <p>2.3 Storage, tagging and release of aircraft components and material to aircraft maintenance</p>	
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			<p>2.24 Reference to specific maintenance procedures</p> <p>2.25 Procedures to detect and rectify maintenance errors</p> <p>2.26 Shift / task handover procedures</p> <p>2.27 Procedures for notification of maintenance data inaccuracies and ambiguities, to the author of the maintenance data</p> <p>2.28 Maintenance planning procedures</p> <p>PART L2 ADDITIONAL LINE MAINTENANCE PROCEDURES</p> <p>L2.1 Line maintenance control of aircraft components, tools, equipment, etc.</p> <p>L2.2 Line maintenance procedures related to servicing / fuelling / de-icing including inspection for / removal of de-icing / anti-icing fluid residues, etc.</p> <p>L2.3 Line maintenance control of defects and repetitive defects</p> <p>L2.4 Line procedure for completion of technical log</p> <p>L2.5 Line procedure for pooled parts and loan parts</p> <p>L2.6 Line procedure for return of defective parts removed from aircraft</p> <p>L2.7 Line procedure control of critical maintenance tasks</p> <p>PART 3 QUALITY SYSTEM PROCEDURES</p> <p>3.A Safety Management Systems (SMS) (AUS)</p> <p>3.1 Quality audit of maintenance organisation procedures</p> <p>3.2 Quality audit of aircraft and / or components</p> <p>3.3 Quality audit remedial action procedure</p>	<p>2.24 Reference to specific maintenance procedures</p> <p>2.25 Procedures to detect and rectify maintenance errors</p> <p>2.26 Shift / task handover procedures</p> <p>2.27 Procedures for notification of maintenance data inaccuracies and ambiguities, to the author of the maintenance data</p> <p>2.28 Maintenance planning procedures</p> <p>PART L2 ADDITIONAL LINE MAINTENANCE PROCEDURES</p> <p>L2.1 Line maintenance control of aircraft components, tools, equipment, etc.</p> <p>L2.2 Line maintenance procedures related to servicing / fuelling / de-icing including inspection for / removal of de-icing / anti-icing fluid residues, etc.</p> <p>L2.3 Line maintenance control of defects and repetitive defects</p> <p>L2.4 Line procedure for completion of technical log</p> <p>L2.5 Line procedure for pooled parts and loan parts</p> <p>L2.6 Line procedure for return of defective parts removed from aircraft</p> <p>L2.7 Line procedure control of critical maintenance tasks</p> <p>PART 3 QUALITY SYSTEM PROCEDURES</p> <p>3.A Safety Management Systems (SMS) (AUS)</p> <p>3.1 Quality audit of maintenance organisation procedures</p> <p>3.2 Quality audit of aircraft and / or components</p> <p>3.3 Quality audit remedial action procedure</p>	
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			<p>5.A Compliance Matrix (AUS)</p> <p>5.1 Sample of documents</p> <p>5.2 List of contractors / tasked maintenance organisations as per DASR 145.A.75(b)</p> <p>5.3 List of Line maintenance locations as per DASR 145.A.75(d)</p> <p>5.4 List of contracted / tasked maintenance organisations as per DASR 145.A.70(a)(16)</p> <p>PART 6 OPERATING ORGANISATION'S MAINTENANCE PROCEDURES</p> <p>This section is reserved for those maintenance organisations who are also part of Operating Organisations.</p>	<p>5.A Compliance Matrix (AUS)</p> <p>5.1 Sample of documents</p> <p>5.2 List of contractors / tasked maintenance organisations as per DASR 145.A.75(b)</p> <p>5.3 List of Line maintenance locations as per DASR 145.A.75(d)</p> <p>5.4 List of contracted / tasked maintenance organisations as per DASR 145.A.70(a)(16)</p> <p>PART 6 OPERATING ORGANISATION'S MAINTENANCE PROCEDURES</p> <p>This section is reserved for those maintenance organisations who are also part of Operating Organisations.</p>	
Appendix V to AMC to 145.A.70(a)			<p>MAINTENANCE ORGANISATION EXPOSITION CONTENT</p> <p>3.16 Procedure for the issue of a recommendation to the NMAA for the issue of an DASR 66 licence in accordance with DASA Instructions (to be issued).</p> <p>This chapter is limited to the case where the NMAA for the DASR 145 approval and for the DASR 66 licence is the same.</p> <p>Additionally, there may be occasions when the recommendation for the issue of a DASR 66 licence is submitted to another entity than the NMAA.</p>	<p>MAINTENANCE ORGANISATION EXPOSITION CONTENT</p> <p>3.16 Procedure for the issue of a recommendation to the NMAA for the issue of an DASR 66 licence ►◄.</p> <p>This chapter is limited to the case where the NMAA for the DASR 145 approval and for the DASR 66 licence is the same.</p> <p>Additionally, there may be occasions when the recommendation for the issue of a DASR 66 licence is submitted to another entity than the NMAA.</p>	
GM to 145.A.70(a)			<p>GM 145.A.70(a) Maintenance Organisation Exposition</p> <p>1. The purpose of the Maintenance Organisation Exposition (MOE) is to detail the procedures, means and methods of the organisation. A MOE template is available from the relevant NMAA desk officer.</p> <p>2. Compliance with its contents will assure compliance with the requirements of DASR 145, which is a prerequisite to obtaining and retaining a maintenance organisation approval certificate.</p> <p>3. DASR 145.A.70(a)(1) to DASR 145.A.70(a)(11) constitutes the 'management' part of the MOE and therefore could be produced as one document and made available to the person(s) specified under DASR 145.A.30(b) who should be reasonably familiar with its contents. DASR 145.A.70(a)(6) list of certifying staff and B1, B2 support staff may be produced as a separate document.</p> <p>4. DASR 145.A.70(a)(12) constitutes the working procedures of the organisation and therefore as stated in the requirement may be produced as any number of separate procedures manuals. It should be remembered that these</p>	<p>GM 145.A.70(a) Maintenance Organisation Exposition</p> <p>1. The purpose of the Maintenance Organisation Exposition (MOE) is to detail the procedures, means and methods of the organisation. ►◄</p> <p>2. Compliance with its contents will assure compliance with the requirements of DASR 145, which is a prerequisite to obtaining and retaining a maintenance organisation approval certificate.</p> <p>3. DASR 145.A.70(a)(1) to DASR 145.A.70(a)(11) constitutes the 'management' part of the MOE and therefore could be produced as one document and made available to the person(s) specified under DASR 145.A.30(b) who should be reasonably familiar with its contents. DASR 145.A.70(a)(6) list of certifying staff and B1, B2 support staff may be produced as a separate document.</p> <p>4. DASR 145.A.70(a)(12) constitutes the working procedures of the organisation and therefore as stated in the requirement may be produced as any number of separate procedures manuals. It should be remembered that these</p>	



			<p>documents should be cross-referenced from the management MOE.</p> <p>5. Personnel are expected to be familiar with those parts of the manuals that are relevant to the maintenance work they carry out.</p> <p>6. The organisation should specify in the MOE who should amend the manual particularly in the case where there are several parts.</p> <p>7. The quality manager should be responsible for monitoring the amendment of the MOE, unless otherwise agreed by the NMAA, including associated procedures manuals and submission of the proposed amendments to the NMAA. However, the NMAA may agree via a procedure stated in the amendment section of the MOE that some defined class of amendments may be incorporated without prior approval by the NMAA.</p> <p>8. The MOE should cover four main parts:</p> <ul style="list-style-type: none"> a. The management MOE covering the parts specified earlier. b. The maintenance procedures covering all aspects of how aircraft components may be accepted from outside sources and how aircraft will be maintained to the required standard. c. The quality system procedures including the methods of qualifying mechanics, inspection, certifying staff and quality audit personnel. d. Contracting procedures and paperwork. <p>9. The Accountable Manager's exposition statement as specified under DASR 145.A.70(a)(1) should embrace the intent of the following paragraph and this statement may be used without amendment. Any modification to the statement should not alter the intent.</p> <p style="color: green;">"I, the Accountable Manager have the corporate authority to ensure that all maintenance services required by the customer can be financed and provided to the standard required and that all necessary resources are available to ensure compliance with this exposition.</p> <p style="color: green;">I will establish and promote policies for safety management and quality systems for this AMO and its employees in accordance with this exposition.</p> <p style="color: green;">This exposition defines the procedures upon which the DASR 145 approval of [organisation name] as an AMO is based as required by DASR 145.A.70—Maintenance Organisation Exposition.</p>	<p>documents should be cross-referenced from the management MOE.</p> <p>5. Personnel are expected to be familiar with those parts of the manuals that are relevant to the maintenance work they carry out.</p> <p>6. The organisation should specify in the MOE who should amend the manual particularly in the case where there are several parts.</p> <p>7. The quality manager should be responsible for monitoring the amendment of the MOE, unless otherwise agreed by the NMAA, including associated procedures manuals and submission of the proposed amendments to the NMAA. However, the NMAA may agree via a procedure stated in the amendment section of the MOE that some defined class of amendments may be incorporated without prior approval by the NMAA.</p> <p>8. The MOE should cover four main parts:</p> <ul style="list-style-type: none"> e. The management MOE covering the parts specified earlier. f. The maintenance procedures covering all aspects of how aircraft components may be accepted from outside sources and how aircraft will be maintained to the required standard. g. The quality system procedures including the methods of qualifying mechanics, inspection, certifying staff and quality audit personnel. h. Contracting procedures and paperwork. <p>9. The Accountable Manager's exposition statement as specified under DASR 145.A.70(a)(1) should embrace the intent of the following paragraph and this statement may be used without amendment. Any modification to the statement should not alter the intent.</p> <p style="color: green;">"I, the Accountable Manager have the corporate authority to ensure that all maintenance services required by the customer can be financed and provided to the standard required and that all necessary resources are available to ensure compliance with this exposition.</p> <p style="color: green;">I will establish and promote policies for safety management and quality systems for this AMO and its employees in accordance with this exposition.</p> <p style="color: green;">This exposition defines the procedures upon which the DASR 145 approval of [organisation name] as an AMO is based as required by DASR 145.A.70—Maintenance Organisation Exposition.</p>	
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			<p>The exposition, along with the procedures contained in it, are approved by the NMAA and must be complied with as applicable, in order to ensure that all the activities involving the provision of maintenance services including maintenance of aircraft and components is provided to the standard required by the NMAA.</p> <p>The procedures included or referred to in this exposition do not override the necessity of complying with any new or amended regulations published by the NMAA from time to time where these new or amended regulations are in conflict with these procedures.</p> <p>The AMO approval will continue whilst the NMAA is satisfied that these procedures are being followed. The NMAA reserves the right to suspend, vary or cancel the AMO approval of the organisation, as applicable, if the the NMAA has evidence that the procedures are not being followed and the standards are not being upheld."</p> <p>Signed</p> <p>Dated</p> <p>Accountable Manager and (quote position)</p> <p>For and on behalf of (quote organisation's name)</p> <p>Whenever the Accountable Manager changes, it is important to ensure that the new Accountable Manager signs the paragraph 9 statement at the earliest opportunity.</p> <p>Failure to carry out this action could invalidate the DASR 145 approval.</p> <p>10. When an organisation is approved against any other DASR (or by a recognised Airworthiness Authority, see DASA Recognition web page) containing a requirement for an Exposition, a DASR 145 Exposition covering the differences will suffice to meet the requirements except that the DASR 145 Exposition should reference where those parts missing from this Exposition are covered.</p>	<p>The exposition, along with the procedures contained in it, are approved by the NMAA and must be complied with as applicable, in order to ensure that all the activities involving the provision of maintenance services including maintenance of aircraft and components is provided to the standard required by the NMAA.</p> <p>The procedures included or referred to in this exposition do not override the necessity of complying with any new or amended regulations published by the NMAA from time to time where these new or amended regulations are in conflict with these procedures.</p> <p>The AMO approval will continue whilst the NMAA is satisfied that these procedures are being followed. The NMAA reserves the right to suspend, vary or cancel the AMO approval of the organisation, as applicable, if the ►◄ NMAA has evidence that the procedures are not being followed and the standards are not being upheld."</p> <p>Signed</p> <p>Dated</p> <p>Accountable Manager and (quote position)</p> <p>For and on behalf of (quote organisation's name)</p> <p>Whenever the Accountable Manager changes, it is important to ensure that the new Accountable Manager signs the paragraph 9 statement at the earliest opportunity.</p> <p>Failure to carry out this action could invalidate the DASR 145 approval.</p> <p>When an organisation is approved against any other DASR (or by a recognised Airworthiness Authority, see DASA Recognition web page) containing a requirement for an Exposition, a DASR 145 Exposition covering the differences will suffice to meet the requirements except that the DASR 145 Exposition should reference where those parts missing from this Exposition are covered.</p>	
<p>AMC to 145.A.85(a)</p>			<p>AMC 145.A.85(a) - Changes to the AMO (AUS)</p> <p>An application for change to the AMO, for those listed in DASR 145.A.85(a), shall be made in a form and manner established by the MAA, see AMC 145.A.15.</p>	<p>AMC 145.A.85(a) - Changes to the AMO (AUS)</p> <p>► The AMO should notify the NMAA of any changes using DASR Form 2. ◄</p>	
<p>GM to 145.A.95</p>			<p>Nil</p>	<p>GM 145.A.95 AMO Findings by the NMAA (AUS)</p> <p>Information in regards to actions in regards to AMO Findings by the NMAA are detailed in GM M.A.716.</p>	



AMC to 145.A.95(a)		AMC 145.A.95(a) AMO Findings by the NMAA (AUS)	▶◀	
		The corrective action plan defined by the organisation should address the effects of the non-compliance, as well as its root cause(s) and contributing factors.		
GM to 145.A.95(a)		GM 145.A.95(a) AMO Findings by the NMAA (AUS)	▶◀	
		1. 'Preventive action' is the action to eliminate the cause of a potential non-compliance, or other undesirable potential situation.		
		2. 'Corrective action' is the action to eliminate or mitigate the root cause(s), and prevent recurrence of an existing detected non-compliance, or other undesirable condition or situation. Proper determination of the root cause(s) is crucial for defining effective corrective actions to prevent reoccurrence.		
		3. 'Correction' is the action to eliminate a detected non-compliance.		
GM to 145.A.95(a)(1)		GM 145.A.95(a)(1) AMO Findings by the NMAA (AUS)	▶◀	
		ROOT CAUSE ANALYSIS		
		1. It is important that the analysis does not primarily focus on establishing who or what caused the non-compliance but why it was caused. Establishing the root cause or causes of a non-compliance often requires an overarching view of the events and circumstances that lead to it, to identify all possible systemic and contributing factors (regulatory, human factors, organisational, managerial, cultural, technical, etc.) in addition to the direct factors. A narrow focus on single events or failures, or the use of a simple, linear model, such as fault tree, to identify the chain of events that lead to the non-compliance may not properly reflect the complexity of the issue, and, therefore, bears the risk that important factors required to be addressed in order to prevent reoccurrence will be ignored.		
		2. Such inappropriate or partial root cause analysis often leads to defining 'quick fixes' addressing the symptoms of the nonconformity only. A peer review of the results of the root cause analysis may increase its reliability and objectivity.		
		3. A system description of the organisation considering organisational structures, processes and their interfaces, procedures, staff, equipment, facilities, and the environment in which the organisation operates will support both effective root cause (reactive) and hazard (proactive) analysis.		
GM to 145.A.95(a)(2)		GM 145.A.95(a)(2) AMO Findings by the NMAA (AUS)	▶◀	



			The corrective action plan defined by the organisation should address the effects of the non-compliance, as well as its root cause.		
AMC to 145.A.95(a)(2)			Nil	AMC 145.A.95(a)(2) AMO Findings by the NMAA (AUS)	
GM to 145.A.95(c)			GM 145.A.95(c) AMO Findings by the NMAA (AUS) Further to the findings listed in DASR 145.A.95(b) and DASR 145.A.95(c), the NMAA may make observations where it has been identified, by objective evidence, to contain potential problems that could lower the safety standard and possibly hazards the flight safety. Observations do not require corrective action however if left unaddressed may result in subsequent findings by the NMAA.	▶ ◀	Information in regards to actions in regards to AMO Findings by the NMAA are detailed in GM M.A.716 .
AMC to 145.A.50(a)	DCP 2021 - 003	Minor	AMC 145.A.50(a) Certification of maintenance 1. 'Endanger flight safety' means any instance where safe operation could not be assured or which could lead to an unsafe condition. It typically includes, but is not limited to, significant cracking, deformation, corrosion or failure of primary structure, any evidence of burning (including overheating), electrical arcing, significant hydraulic fluid or fuel leakage and any emergency system or total system failure. An AD overdue for compliance is also considered a hazard to flight safety. 2. For Aircraft Structural and Propulsion Systems Integrity, unless you have pre-approved data from a DASR 21J approved military design organisation, or equivalent (including pre-approved repairs in the Structural Repair manual, Service Bulletins, Airworthiness Directives, etc.), you should assume that any structural non-compliance to Critical Structure, Primary Structure or Principle Structural Elements (PSE), could 'endanger flight safety'. Definition of what constitutes Critical Aircraft Structure may be found in the weapon system approved Aircraft Structural Integrity Management Plan (ASIMP), while Critical Propulsion System Parts may be found in the DASR GM DASR 21.A.41.	AMC 145.A.50(a) Certification of maintenance 1. 'Endanger flight safety' means any instance where safe operation could not be assured or which could lead to an unsafe condition. It typically includes, but is not limited to, significant cracking, deformation, corrosion or failure of primary structure, any evidence of burning (including overheating), electrical arcing, significant hydraulic fluid or fuel leakage and any emergency system or total system failure. An AD overdue for compliance is also considered a hazard to flight safety. ▶ ◀	
DASR Aircrew					
Aircrew.10	DCP 2021 - 013	Minor	AIRCREW.10 – DEFENCE AIRCREW QUALIFICATIONS AND TRAINING (a) The MAO must ensure an aircrew training system is established that supports raise, train, sustain requirements and includes the following elements: ▶ GM 1. Categorisation system ▶ AMC ▶ GM 2. Basic Qualifications ▶ AMC	AIRCREW.10 – DEFENCE AIRCREW QUALIFICATIONS AND TRAINING (a) The MAO must ensure an aircrew training system is established that supports raise, train, sustain requirements and includes the following elements: ▶ GM 1. Categorisation system, defining: ▶ AMC ▶ GM a. level of proficiency in a role b. Aircrew categories c. Currency and recency requirements. 2. Basic Qualifications ▶ AMC	To provide: a. better regulatory intent clarity to IR 'Purpose Statements' of AIRCREW.10 against the principles of Department of Defence (2015) - 10 Ways to Better Aviation Regulation b. to support the development of meaningful compliance proofs



			<p>3. Additional qualifications ▶ AMC</p> <p>4. Airborne emergency training ▶ AMC</p> <p>5. Currency and recency requirements ▶ AMC</p> <p>6. Method of recording competency and currency ▶ AMC</p> <p>7. Aircrew Instructor training and standards requirements ▶ AMC</p> <p>8. Training and standards requirements. ▶ AMC</p>	<p>3. Additional qualifications ▶ AMC</p> <p>4. Airborne emergency training: ▶ AMC</p> <p>a. is only to be conducted in aircraft to the extent defined in OIP</p> <p>b. is to be conducted in a simulator to the maximum extent practicable.</p> <p>5. Currency and recency requirements, which include: ▶ AMC</p> <p>a. minimum currency criteria</p> <p>b. methods of maintaining and regaining currency</p> <p>c. identification of circumstances and authority for extension.</p> <p>6. Method of recording competency and currency, which must: ▶ AMC</p> <p>a. list in the approved OIP the authority(ies) to award aircrew qualifications</p> <p>b. utilise a recording method in a format determined to be enduring.</p> <p>7. Aircrew Instructor training and standards requirements, which include: ▶ AMC</p> <p>a. qualifications through Defence-recognised courses</p> <p>b. routine instructor competency assessments.</p> <p>8. Training and standards requirements ▶, which: ◀ ▶ AMC</p> <p>a. reference the applicable Learning Management Plan</p> <p>b. for aircrew competency include:</p> <p>I. competency for all aircraft roles and operations</p> <p>II. training and assessment requirements for initial award and maintenance of competency</p> <p>III. criteria that define a lapse in competency, including the requirements for requalification.</p> <p>c. include the establishment of a Pilot Instrument Rating Scheme (PIRS) to support safe aircraft operation during IMC. PIRS controls must include:</p> <p>I. command responsibility to determine the conduct of an Instrument Rating Test (IRT), including consultation with CFS SME</p> <p>II. experience, currency and recency, and renewal requirements</p> <p>III. flexible use of command to ensure that</p>	
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				<p>those pilots who, for various reasons, are not entitled to an Instrument Rating, may still fly under restricted conditions</p> <ul style="list-style-type: none"> IV. employment strategy of relevant Assessors. V. flexibility provisions that can be authorised by the command chain VI. a system to ensure complete documentation of all testing and qualification awards. 	
<p>GM to Aircrew.10</p>			<p>GM AIRCREW.10.A – Operational Standards</p> <ol style="list-style-type: none"> 1. Purpose. The purpose of this regulation is to assure that a minimum operational standard is maintained to ensure suitability for flight will not be compromised. 2. Applicability 1. This regulation may apply to foreign military personnel employed as aircrew on Defence aircraft. 3. Applicability 2. Members undergoing initial aircrew training are considered to be aircrew for the purposes of this guidance. 4. Applicability 3. Air Force MAO compliance with this regulation is bounded by AC SI(OPS) 02-01 as part of Air Command’s assurance of standardisation. <p>Training and Development</p> <ol style="list-style-type: none"> 5. AFTG is the RAAF Centre of Excellence for aviation training needs and development criteria and may provide advice to support regulatory outcomes. 6. AAvtTC is the Army Centre of Excellence for aviation training needs and development criteria and may provide advice to support regulatory outcomes. 7. HQ FAA is the Navy Centre of Excellence for aviation training needs and development criteria and may provide advice to support regulatory outcomes. 	<p>GM AIRCREW.10.A – Operational Standards</p> <ol style="list-style-type: none"> 1. Purpose.► (Context) The safe delivery of aircraft capabilities is supported by aircrew knowledge, skills, and behaviours benchmarked against contemporary training and learning standards. (Hazard) Undesired aircrew knowledge, skills, and behaviours can affect the safe delivery of that capability. (Defence) This regulation requires the MAO to establish a Defence Aircrew qualification and training system to: ◀ <ul style="list-style-type: none"> a. provide aircrew the requisite knowledge and skills to support the desired behaviours to affect safe aircraft operation b. actively monitor and correct aircrew knowledge, skills, or behaviours, to ensure that the required standards are maintained. 2. Applicability 1. This regulation may apply to foreign military personnel employed as aircrew on Defence aircraft. 3. Applicability 2. Members undergoing initial aircrew training are considered to be aircrew for the purposes of this guidance. 4. Applicability 3. Air Force MAO compliance with this regulation is bounded by AC SI(OPS) 02-01 as part of Air Command’s assurance of standardisation. <p>Training and Development</p> <ol style="list-style-type: none"> 5. AFTG is the RAAF Centre of Excellence for aviation training needs and development criteria and may provide advice to support regulatory outcomes. 6. AAvtTC is the Army Centre of Excellence for aviation training needs and development criteria and may provide advice to support regulatory outcomes. 7. HQ FAA is the Navy Centre of Excellence for aviation training needs and development criteria and may provide advice to support regulatory outcomes. 	



			8. The Defence Learning Manual (DLM) provides policy direction on learning and development activities or programs that are managed, sponsored or funded by any Defence authority. The DLM ensures that such policies are consistent and align with Defence capability priorities whilst ensuring efficient and effective use of resources.	8. The Defence Learning Manual (DLM) provides policy direction on learning and development activities or programs that are managed, sponsored or funded by any Defence authority. The DLM ensures that such policies are consistent and align with Defence capability priorities whilst ensuring efficient and effective use of resources.	
GM to Aircrew.55.A	DCP 2021 - 006	Minor	GM AIRCREW.55.A – NTS Training (AUS) 1. The Defence Aviation Safety Manual provides the corporate solution for Non-Technical Skills Training.	GM AIRCREW.55.A – NTS Training (AUS) 1. ► Purpose. (Context) The safe delivery of aircraft capabilities is supported by aircrew knowledge, skills, and behaviours related to a contemporary understanding of human behaviour within complex systems (i.e. Non-Technical Skills (NTS)). (Hazard) Undesired NTS-related knowledge, skills and behaviours can affect the safe delivery of that capability. (Defence) This regulation requires MAOs to establish an aircrew NTS training management system to provide the necessary NTS-related knowledge and skills; and enable the desired behaviours, in the delivery of capability, to support health and safety. ◀ 2. The Defence Aviation Safety Manual provides the corporate solution for Non-Technical Skills Training.	To provide better regulatory intent clarity to IR 'Purpose Statements' of DASR.AIRCROWS 55 and 60 against the principles of Department of Defence (2015) - 10 Ways to Better Aviation Regulation.
GM to Aircrew.60.A		Nil	GM AIRCREW.60.A – Aviation Safety Training (AUS) 1. Purpose. (Context) The safe delivery of aircraft capabilities is supported by aircrew knowledge, skills, and behaviours related to a contemporary understanding of aviation safety. (Hazard) Undesired aviation safety-related knowledge, skills and behaviours can affect the safe delivery of that capability. (Defence) This regulation requires MAOs to establish and maintain Aviation safety related training for Aircrew to provide the necessary Aviation safety-related knowledge and skills; and enable the desired behaviours, in the delivery of capability, to support health and safety.		

DASR ARO – Authority Requirements for Air Operations

ARO.100	DCP 2021 - 001	Minor	ARO.100 - MILITARY AIR OPERATOR CERTIFICATE (MAOC) (a) Operation of all Defence registered aircraft must be conducted under the authority of a Military Air Operator Certificate (MAOC), issued by the Authority. ► GM (b) Operation of civil registered aircraft by a MAO must be conducted under the authority of an MAOC, issued by the Authority. ► GM (c) The applicant organisation must apply to the Authority for: ► GM ► AMC	ARO.100 - MILITARY AIR OPERATOR CERTIFICATE (MAOC) (a) Operation of all Defence registered aircraft must be conducted under the authority of a Military Air Operator Certificate (MAOC), issued by the Authority. ► GM (b) Operation of civil registered aircraft by a MAO must be conducted under the authority of an MAOC, issued by the Authority. ► GM (c) The applicant organisation must apply to the Authority for issue of , or variation to, a MAOC or attached Operational Specifications by submitting a Military Air Operator's Operations Compliance Statement (OCS). The OCS must:: ► GM ► AMC	To provide: a. better regulatory intent clarity to IR 'Purpose Statements' of ARO.100 against the principles of Department of Defence (2015) - 10 Ways to Better Aviation Regulation b. to support the development of meaningful compliance proofs
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			<p>1. issue of a Military Air Operator Certificate or attached Operational Specifications, or</p> <p>2. variation to a Military Air Operator Certificate or attached Operations Specifications.</p>	<p>1. ► Include the following information:</p> <ul style="list-style-type: none"> I. The MAO organisation name II. The location of the MAO headquarters III. A statement that operations will be in accordance with the attached Operations Specifications (OpSpec). IV. Accountable Manager V. Continuing Airworthiness Manager VI. Hazard Tracking Authority VII. All aircraft types operated by the MAO VIII. Aircraft Roles in accordance with SOIU CRE IX. Specific approvals requested for aircraft operated by the MAO. ◀ <p>2. ► Identify reference to an approved SOIU for each aircraft type operated. ◀</p> <p>3. Provide a summary of the status of each element of the Flying Management System required by DASR ORO.10.</p> <p>4. Identify the availability and method of document control for MAO OIP and single Service OIP, necessary to safely conduct flight operations.</p> <p>5. Identify the approval status of training and qualification requirements necessary for personnel to support flight operations in the required CRE.</p> <p>6. Identify the approval status of FSTD requirements necessary to support flying operations in the required CRE.</p> <p>7. Confirm suitable and competent personnel to support flight operations.</p> <p>8. Confirm suitable operations facilities and buildings are available for use.</p> <p>9. Identify a method for establishing and maintaining a Quality Management System including DASR.M functions.</p> <p>10. Identify that the MAO can satisfactorily maintain the airworthiness of the aircraft types listed on the certificate through a Continuing Airworthiness Management Organisation (CAMO).</p> <p>11. Demonstrate how the MAO will comply with DASRs relevant to the operation.</p> <p>12. Include an attestation by Accountable Manager that:</p> <ul style="list-style-type: none"> I. The AM is accountable for the Organisation's compliance with DASR. II. The OCS is complete and correct. 	
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			(d) An air operator must establish and maintain a Safety Management System (SMS), in accordance with DASR.SMS.	<p>III. Appropriate arrangements are in place to support the scope of flight operations contained in the Operations Specification.</p> <p>(d) An air operator must establish and maintain a Safety Management System (SMS), in accordance with DASR.SMS.</p>	
GM to ARO.100		Nil		<p>GM ARO.100 – Defence Registered Aircraft MAOC</p> <p>1. Purpose. (Context) An independent Organisational Approval of organisations that conduct Defence air operations provides assurance that the integrity of aviation safety will be maintained. (Hazard) Compromised management of aviation safety adversely affects the safe delivery of capability. (Defence) This regulation requires the MAO to provide information that forms the basis of judgement of the Suitability For Flight of an airworthy aircraft in that It will be maintained and operated to approved standards and limitations, by competent and authorised individuals, who are acting as members of an approved organisation.</p>	
GM to ARO.100.A		<p>GM ARO.100.A – Defence Registered Aircraft MAOC</p> <p>1. Purpose. The issue of an MAOC supplies the basis for judgement of the suitability for flight of an airworthy aircraft in that it will be maintained and operated to approved standards and limitations, by competent and authorised individuals, who are acting as members of an approved organisation.</p> <p>2. A Military Air Operator (MAO) is an organisation, usually a Force Element Group (FEG) or equivalent force structure, that:</p> <ol style="list-style-type: none"> is suitable to ensure that flight operations can be conducted safely, in accordance with the aircraft Statement of Operating Intent and Usage (SOIU); is capable of complying with DASR; has an appropriate chain of command; has appropriately qualified personnel; has key personnel with appropriate experience to conduct flight operations; has facilities which are sufficient and suitable for the type of operations conducted; has suitable, documented processes, procedures and practices; has a suitable safety management system; has a suitable quality management system; and has an associated Continuing Airworthiness Management Organisation IAW DASR M. <p>3. The MAO will have an Accountable Manager, usually FEGCDR or equivalent. Limitations may be placed on the Accountable Manager in their command directive.</p>	<p>GM ARO.100.A – Defence Registered Aircraft MAOC</p> <p>1. ▶◀</p> <p>1. A Military Air Operator (MAO) is an organisation, usually a Force Element Group (FEG) or equivalent force structure, that:</p> <ol style="list-style-type: none"> is suitable to ensure that flight operations can be conducted safely, in accordance with the aircraft Statement of Operating Intent and Usage (SOIU); is capable of complying with DASR; has an appropriate chain of command; has appropriately qualified personnel; has key personnel with appropriate experience to conduct flight operations; has facilities which are sufficient and suitable for the type of operations conducted; has suitable, documented processes, procedures and practices; has a suitable safety management system; has a suitable quality management system; and has an associated Continuing Airworthiness Management Organisation IAW DASR M. <p>2. The MAO will have an Accountable Manager, usually FEGCDR or equivalent. Limitations may be placed on the Accountable Manager in their command directive.</p>		



		<p>4. Continuing airworthiness. Continuing airworthiness, including DASR M compliance, is met by the Continuing Airworthiness Management Organisation (CAMO), including but not limited to: aircraft maintenance programming; military airworthiness review certificates (assurance of the validity of CoA for individual aircraft); maintenance facilities; Ground Support Equipment (GSE); tools and spares; maintenance data; recordkeeping; maintenance scheduling; and performance and certification of maintenance.</p> <p>5. The Continuing Airworthiness Manager (CAM) is the Responsible Manager for the CAMO. The CAM is nominated by the Defence chain of command and authorised under DASR M.</p> <p>6. Certificate. The MAOC is a single page certificate to authorise flight operations. The MAOC will be issued when the Authority is satisfied that the MAO can safely conduct flight operations. The MAOC contains:</p> <ol style="list-style-type: none"> The MAO organisation name. MAO location. Reference to Operations Specifications, including the words 'operations will be conducted in accordance with the attached Operations Specifications'. MAOC expiry date. Authority signature and date. <p>7. MAOC Operations Specifications (OpSpec). Every MAOC has attached OpSpec which details:</p> <ol style="list-style-type: none"> Accountable Manager. (The command position, eg 'Commander ACG'.) Continuing Airworthiness Manager. Hazard Tracking Authorities (HTA) appointments within MAO. Reserved. Aircraft Type(s) operated, including UAS. Aircraft Roles in accordance with SOIU CRE. Specific approvals, such as RNP/RNAV (if required). Operational limitations (if required). Operational limitations are prescribed by the Authority to assure safe operations of a particular aircraft type within the ability / maturity of the MAO. Operational limitations are not designed to replicate airworthiness limitations contained in airworthiness instruments / documents such as the MRTC, or flight manual. Typically, an operational limitation will include reference to a plan and timeline to remove the limitation upon Authority review. Signature by the Authority endorsing the OpSpec. <p>8. Compliance Statement. Readiness to conduct flight operations IAW the requirements of a MAOC shall be demonstrated by a Compliance Statement, submitted in accordance with DASR ARO.100.C.</p>	<p>3. Continuing airworthiness. Continuing airworthiness, including DASR M compliance, is met by the Continuing Airworthiness Management Organisation (CAMO), including but not limited to: aircraft maintenance programming; military airworthiness review certificates (assurance of the validity of CoA for individual aircraft); maintenance facilities; Ground Support Equipment (GSE); tools and spares; maintenance data; recordkeeping; maintenance scheduling; and performance and certification of maintenance.</p> <p>4. The Continuing Airworthiness Manager (CAM) is the Responsible Manager for the CAMO. The CAM is nominated by the Defence chain of command and authorised under DASR M.</p> <p>5. Certificate. The MAOC is a single page certificate to authorise flight operations. The MAOC will be issued when the Authority is satisfied that the MAO can safely conduct flight operations. The MAOC contains:</p> <ol style="list-style-type: none"> The MAO organisation name. MAO location. Reference to Operations Specifications, including the words 'operations will be conducted in accordance with the attached Operations Specifications'. MAOC expiry date. Authority signature and date. <p>6. MAOC Operations Specifications (OpSpec). Every MAOC has attached OpSpec which details:</p> <ol style="list-style-type: none"> Accountable Manager. (The command position, eg 'Commander ACG'.) Continuing Airworthiness Manager. Hazard Tracking Authorities (HTA) appointments within MAO. Reserved. Aircraft Type(s) operated, including UAS. Aircraft Roles in accordance with SOIU CRE. Specific approvals, such as RNP/RNAV (if required). Operational limitations (if required). Operational limitations are prescribed by the Authority to assure safe operations of a particular aircraft type within the ability / maturity of the MAO. Operational limitations are not designed to replicate airworthiness limitations contained in airworthiness instruments / documents such as the MRTC, or flight manual. Typically, an operational limitation will include reference to a plan and timeline to remove the limitation upon Authority review. Signature by the Authority endorsing the OpSpec. <p>7. Compliance Statement. Readiness to conduct flight operations IAW the requirements of a MAOC shall be demonstrated by a Compliance Statement, submitted in accordance with DASR ARO.100.C.</p>	
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		<p>9. Authority oversight and audit. The Authority may use an independent board of review to assess a MAOC, including to:</p> <ol style="list-style-type: none"> provide recommendation on the issue of, or major variation to, a MAOC or associated OpSpec specifically review the proposed addition of an aircraft type to an OpSpec specifically review major modification / STC of an aircraft type listed on an OpSpec review on-going safe operation of aircraft by a MAO. 	<p>8. Authority oversight and audit. The Authority may use an independent board of review to assess a MAOC, including to:</p> <ol style="list-style-type: none"> provide recommendation on the issue of, or major variation to, a MAOC or associated OpSpec specifically review the proposed addition of an aircraft type to an OpSpec specifically review major modification / STC of an aircraft type listed on an OpSpec review on-going safe operation of aircraft by a MAO. 	
GM to ARO.100.B		<p>GM ARO.100.B – Civil Registered Aircraft MAOC (AUS)</p> <ol style="list-style-type: none"> Purpose. The purpose of this regulation is to assure that MAO operation of civil-registered aircraft is undertaken to approved standards and limitations by competent and authorised personnel, and subject to safety oversight commensurate with their Defence configuration, role and operating environment (CRE). Civil Regulator. Civil registered aircraft are to be operated in accordance with the civil regulations of their State of registration. This may only be varied where there is an agreement in place between the NAA and the Authority. Civil registered aircraft operated by the MAO on an ongoing basis should be included on the MAOC Operations Specifications (OpSpec). The Military Air Operator's FMS, OIP, training and qualification, facilities, SMS, continuing airworthiness management, and operational limitations must be adequate to ensure suitability for flight of civil registered aircraft. The safety controls and risk management processes should provide an equivalent level of safety to Defence and civil registered aircraft operated by the MAO. Civil registered aircraft are likely to be under a civil Air Operator Certificate (AOC), in addition to being included on the MAOC OpSpec. Supplemental Authority oversight. Where compelling reasons exist, the Authority may impose additional requirements to supplement existing NAA regulation and oversight. Derogation. The regulation is not intended to restrict the operation of non-Defence registered aircraft under DASR NDR where that regulation is more appropriate. By derogation to ARO.100.C, civil registered aircraft subject to short term Defence lease, charter or hire may be managed under DASR NDR. 	<p>GM ARO.100.B – Civil Registered Aircraft MAOC (AUS)</p> <ol style="list-style-type: none"> ▶◀ Civil Regulator. Civil registered aircraft are to be operated in accordance with the civil regulations of their State of registration. This may only be varied where there is an agreement in place between the NAA and the Authority. Civil registered aircraft operated by the MAO on an ongoing basis should be included on the MAOC Operations Specifications (OpSpec). The Military Air Operator's FMS, OIP, training and qualification, facilities, SMS, continuing airworthiness management, and operational limitations must be adequate to ensure suitability for flight of civil registered aircraft. The safety controls and risk management processes should provide an equivalent level of safety to Defence and civil registered aircraft operated by the MAO. Civil registered aircraft are likely to be under a civil Air Operator Certificate (AOC), in addition to being included on the MAOC OpSpec. Supplemental Authority oversight. Where compelling reasons exist, the Authority may impose additional requirements to supplement existing NAA regulation and oversight. Derogation. The regulation is not intended to restrict the operation of non-Defence registered aircraft under DASR NDR where that regulation is more appropriate. By derogation to ARO.100.C, civil registered aircraft subject to short term Defence lease, charter or hire may be managed under DASR NDR. 	
GM to ARO.100.C		<p>GM ARO.100.C – MAOC</p> <p>Purpose. The purpose of this regulation is to assure sufficient information for the Authority to issue or vary a</p>	<p>GM ARO.100.C – MAOC</p> <p>▶◀</p>	



		<p>Military Air Operator Certificate and / or Operations Specifications.</p> <ol style="list-style-type: none"> 1. Readiness to conduct flight operations in accordance with the requirements of a MAOC shall be demonstrated by a Compliance Statement. The Authority will issue an MAOC when satisfied that the applicant organisation can satisfy the requirements of DASR ARO.100.A and ARO.100.B. 2. Initial Issue of MAOC and attached OpSpec. The applicant organisation is to submit a Compliance Statement. The Authority, when satisfied that all the requirements have been met, will issue a MAOC and OpSpec. 3. Application for reissue of or variation to a MAOC. The MAO is to amend the extant compliance statement and submit this to the Authority, highlighting those MAOC items being varied. The Authority, when satisfied, will issue a new MAOC. 4. Application for variation of MAOC OpSpec. The MAO is to amend the extant compliance statement and submit this to the Authority, highlighting those operations specifications items being varied. The Authority, when satisfied, will issue an updated OpSpec for the MAOC. Application for variation to an OpSpec is required, at a minimum, when there is: <ol style="list-style-type: none"> a. addition / removal of an aircraft type b. change to aircraft airworthiness instrument, eg transition from SFP to MRTC. c. change to aircraft Role as specified in SOIU CRE d. request to impose / remove specific approvals e. request to impose / remove operational limitations. 5. Addition of an aircraft type to MAOC OpSpec. The compliance statement for the addition of an aircraft type to an MAOC OpSpec addresses whether the MAO can safely operate the aircraft within its SOIU and maintain them in airworthy condition. The statement does not address, but may reference, the attached MTC / MRTC / PTF, Aviation Acquisition Management Plan (AAMP), and Accomplishment Summary (AS) to demonstrate how the new capability will be transitioned safely into service. Refer to DASAMAN for further guidance. 6. MTC / MRTC and MSTC. Major changes to Type Design and issue of MSTCs are regulated under DASR 21; however, where the MSTC significantly alters the role or operation of an aircraft type, the MAO should submit a Compliance Statement addressing that change. The Authority should always be consulted to determine what review requirements the Authority has for such changes to the aircraft's design or role. The acquisition agency should appoint a coordinator to liaise with, and obtain the necessary inputs from: the Authority, acquisition agencies, foreign MAAs, other 	<ol style="list-style-type: none"> 1. Readiness to conduct flight operations in accordance with the requirements of a MAOC shall be demonstrated by a Compliance Statement. The Authority will issue an MAOC when satisfied that the applicant organisation can satisfy the requirements of DASR ARO.100.A and ARO.100.B. 2. Initial Issue of MAOC and attached OpSpec. The applicant organisation is to submit a Compliance Statement. The Authority, when satisfied that all the requirements have been met, will issue a MAOC and OpSpec. 3. Application for reissue of or variation to a MAOC. The MAO is to amend the extant compliance statement and submit this to the Authority, highlighting those MAOC items being varied. The Authority, when satisfied, will issue a new MAOC. 4. Application for variation of MAOC OpSpec. The MAO is to amend the extant compliance statement and submit this to the Authority, highlighting those operations specifications items being varied. The Authority, when satisfied, will issue an updated OpSpec for the MAOC. 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			agencies, and MAO staff. The acquisition agency should regularly liaise with the Authority, and MAO staff for guidance and clarification on meeting their requirements, including the evidence required for submission.	agencies, and MAO staff. The acquisition agency should regularly liaise with the Authority, and MAO staff for guidance and clarification on meeting their requirements, including the evidence required for submission.	
DASR ORO – Organisation Requirements for Air Operations					
GM to ORO.05.A	DCP 2021 - 004	Minor	<p>GM ORO.05.A – Flight Operations (AUS)</p> <ol style="list-style-type: none"> Purpose. The purpose of this regulation is to assure Defence aircraft are operated with adequate controls to ensure safety of flight. <p>Overview</p> <ol style="list-style-type: none"> Flight Operations is concerned with ensuring aircraft are operated in approved roles, with correct mission equipment, by competent and authorised individuals, according to approved procedures and instructions, under a system of supervision and monitoring. This is achieved in practical terms through a structure of three interconnected elements: <ol style="list-style-type: none"> Competent flying organisation Approved operating standards and limitations Qualified and authorised aircrew. <p>Flying organisations</p> <ol style="list-style-type: none"> The aviation community has learnt from experience that aircraft accidents are normally the result of a linked sequence of errors, omissions or failures; the prevention of any one of which would have broken the 'chain' and stopped the accident from occurring. The community has also learnt that such 'chains-of-failure' are unlikely to develop within structured organisations where activities are performed and supervised by appointed individuals in accordance with refined processes and instructions. The likelihood of accidents is further reduced where such organisations are subjected to ongoing (internal and external) assessments of their performance and compliance with prescribed requirements. Flying organisations provide local guidance, training, supervision and monitoring of individual aircrew to ensure they are competent and authorised to conduct specific flying operations. To 	<p>GM ORO.05.A – Flight Operations (AUS)</p> <ol style="list-style-type: none"> Purpose. ► (Context) Defence is required to manage flying operations so that risk to health and safety is eliminated or otherwise minimised SFARP in the delivery of capability. (Hazard) Compromised implementation of flying operations risk management controls can impact health and safety in the delivery of capability. (Defence) This regulation specifies the requirements for organisations operating the aircraft to ensure they eliminate or otherwise minimise risks SFARP in flying operations. ◀ <p>Overview</p> <ol style="list-style-type: none"> Flight Operations is concerned with ensuring aircraft are operated in approved roles, with correct mission equipment, by competent and authorised individuals, according to approved procedures and instructions, under a system of supervision and monitoring. This is achieved in practical terms through a structure of three interconnected elements: <ol style="list-style-type: none"> Competent flying organisation Approved operating standards and limitations Qualified and authorised aircrew. <p>Flying organisations</p> <ol style="list-style-type: none"> The aviation community has learnt from experience that aircraft accidents are normally the result of a linked sequence of errors, omissions or failures; the prevention of any one of which would have broken the 'chain' and stopped the accident from occurring. The community has also learnt that such 'chains-of-failure' are unlikely to develop within structured organisations where activities are performed and supervised by appointed individuals in accordance with refined processes and instructions. The likelihood of accidents is further reduced where such organisations are subjected to ongoing (internal and external) assessments of their performance and compliance with prescribed requirements. Flying organisations provide local guidance, training, supervision and monitoring of individual aircrew to ensure they are competent and authorised to conduct specific flying operations. To 	To provide better regulatory intent clarity to IR 'Purpose Statements' of OROs 05, 40, 50, 55 and 65 against the principles of Department of Defence (2015) - 10 Ways to Better Aviation Regulation.



			<p>support the performance of this role, Defence flying organisations are required to establish and abide by local management practices, rules, orders and instructions regarding flying operations. They are also required to develop training and qualification requirements appropriate to the operations they conduct. Collectively, such administrative arrangements, or elements, form the organisation's 'Flying Management System'. DASR ORO.10 identifies the key elements of an FMS.</p> <p>5. A FMS may be local in focus, but to allow organisations to safely operate with one another, and to provide for the movement of personnel between them, there must be some consistency or commonality across organisations. For this reason, FMSs are subject to Defence-wide requirements relating to operational rules and pre-requisite training and qualification standards.</p> <p>Operating standards and limitations</p> <p>6. Operational rules establish boundaries for the conduct of flight operations. Defence operating standards and limitations are the set of approved guidelines, instructions and restrictions within which aircraft are to be operated by personnel belonging to a flying organisation. Such criteria are derived from a collective wisdom that encompasses the engineering and operational fields; with the latter including the military operating area. Operating standards and limitations may be high-level and general in nature or specific to an Aircraft Type, operating locality, competency level, mission category or flying organisation. The common feature is that operating standards and limitations should all promote the attainment of a known level of safety for aviation operations. They should also be consistent and not susceptible to mixed interpretations or subject to arbitrary alteration. Notwithstanding this, the nature of the considerations behind operating standards and limitations means that they are not always permanent; they may change as more becomes known about human behaviour and aircraft design or as other factors come into play.</p> <p>7. The Defence flight operations concept operates on the principle of centralised control and decentralised execution (or Mission Command). This allows commanders the flexibility to exercise discretion and judgement in managing the safe operation of aviation systems they are familiar with in roles and environments they are accustomed to and approved for. There remains, though, a need for operational rules to be based on minimum and consistent criteria, so Defence flying operations regulations are intended to prescribe common</p>	<p>support the performance of this role, Defence flying organisations are required to establish and abide by local management practices, rules, orders and instructions regarding flying operations. 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			<p>minimum requirements which are then supported by more focused and tailored rules developed for individual flying organisations.</p> <p>8. At the level of a flying organisation, standards and limitations whether locally and externally developed may take a number of forms including, among others, flight manuals, Orders, authoritative Flight Information Documents and rules governing crew training and currency, low flying, air displays, cargo carriage, the use of role equipment and others. Collectively, such documentation comes under the title of OIP, the subject of DASR AO.GEN.05. Other MAAs and NAAs may use the term Instructions for Continuing Airworthiness (ICA) in lieu of OIP.</p> <p>Aircrew qualification and authorisation</p> <p>9. The safety of aviation systems depends upon them being designed, constructed, maintained and operated by personnel who are competent and authorised to do so. The abilities of the end-user are key design considerations for any item of equipment, but this is a particularly important principle in aviation. Designers, however, still need to presume a certain level of proficiency or competency in operators and this manifests itself in design parameters covering such matters as handling characteristics, cockpit and control layouts and the coverage of automated systems. Defining and attaining these operator abilities is a prerequisite to achieving known minimum levels of operational safety and effectiveness.</p> <p>10. To help meet operational safety and effectiveness minima, Defence only permits aviation systems to be operated by qualified and authorised individuals who have been assessed as competent and fit to operate a particular type of aviation system in specified roles. However, since Defence aircraft may be operated in multiple roles (many of which may be unusually demanding) it may be not be feasible for aircrew flying a particular type to be competent in all of its intended roles. There may necessarily be a range of competencies required within a flying organisation. Furthermore, some roles that may be technically possible for an aircraft to perform may not be approved for a particular flying organisation because it is not practicable for its personnel to become and stay competent in performing the roles.</p> <p>11. Competency in the context of Defence flying operations refers to the capacity of an individual to effectively and safely complete a task to a required standard of performance through the application of appropriate skills, knowledge and attitude. For</p>	<p>minimum requirements which are then supported by more focused and tailored rules developed for individual flying organisations.</p> <p>8. 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			<p>aircrew, competency is achieved and recognised through a controlled and progressive process of training, accumulated experience and formal assessments.</p> <p>12. Since competency is measured against a standard of performance, flying organisations must determine what these standards are. Certain competencies are regarded as essential for the safe operation of all aircraft, so these are set under Defence-wide arrangements or articulated through common principles. For example, Defence has common principles relating to minimum levels of training and proficiency required to safely operate aircraft in general. There are also minimum training and qualification requirements stipulated for medical fitness and general aviation operations, such as basic flying training, Non-Technical Skills Training (NTS), aviation risk management (AVRM) and aviation safety. Flying organisations are responsible for establishing local requirements that relate more particularly to the organisation's operating environment, roles and aviation systems. Competency requirements must be sufficient in scope and detail to provide a suitable degree of confidence that a known level of safety can be achieved in flying operations when aviation systems are operated by personnel with prescribed qualifications and levels of experience and proficiency.</p> <p>13. Defence flying operations requirements regarding competency levels and the management of local competency assurance regimes are prescribed in DASR AIRCREW.</p> <p>Operation of Non-Defence Registered Aircraft (NDRA)</p> <p>14. Where Defence personnel operate non-Defence registered aircraft, the principles that underpin the Defence concept of flight operations remain relevant. Operational safety depends upon the aircraft being flown in accordance with approved standards and limitations by qualified and authorised individuals working within an effective flying organisation.</p> <p>15. As with operations involving Defence aircraft, commanders will need to make determinations about criteria that must be satisfied in order to obtain a desired level of safety in the operation of non-Defence registered aircraft. Conformance to applicable civil aviation requirements covering crew competency and operating standards and limitations is mandatory in making such determinations, but additional criteria may need to be developed under some circumstances. Moreover, though non-Defence registered aircraft</p>	<p>aircrew, competency is achieved and recognised through a controlled and progressive process of training, accumulated experience and formal assessments.</p> <p>12. Since competency is measured against a standard of performance, flying organisations must determine what these standards are. Certain competencies are regarded as essential for the safe operation of all aircraft, so these are set under Defence-wide arrangements or articulated through common principles. For example, Defence has common principles relating to minimum levels of training and proficiency required to safely operate aircraft in general. There are also minimum training and qualification requirements stipulated for medical fitness and general aviation operations, such as basic flying training, Non-Technical Skills Training (NTS), aviation risk management (AVRM) and aviation safety. Flying organisations are responsible for establishing local requirements that relate more particularly to the organisation's operating environment, roles and aviation systems. Competency requirements must be sufficient in scope and detail to provide a suitable degree of confidence that a known level of safety can be achieved in flying operations when aviation systems are operated by personnel with prescribed qualifications and levels of experience and proficiency.</p> <p>13. Defence flying operations requirements regarding competency levels and the management of local competency assurance regimes are prescribed in DASR AIRCREW.</p> <p>Operation of Non-Defence Registered Aircraft (NDRA)</p> <p>14. Where Defence personnel operate non-Defence registered aircraft, the principles that underpin the Defence concept of flight operations remain relevant. Operational safety depends upon the aircraft being flown in accordance with approved standards and limitations by qualified and authorised individuals working within an effective flying organisation.</p> <p>15. As with operations involving Defence aircraft, commanders will need to make determinations about criteria that must be satisfied in order to obtain a desired level of safety in the operation of non-Defence registered aircraft. Conformance to applicable civil aviation requirements covering crew competency and operating standards and limitations is mandatory in making such determinations, but additional criteria may need to be developed under some circumstances. Moreover, though non-Defence registered aircraft</p>	
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			may be operated under arrangements that incorporate a level of oversight by a civil flying organisation, Defence flying organisations will nonetheless need to supplement civil requirements with their own to ensure that Defence personnel continue to receive suitable guidance, supervision and monitoring. The nature of such supplementation will depend upon the situation and the associated degree of risk.	may be operated under arrangements that incorporate a level of oversight by a civil flying organisation, Defence flying organisations will nonetheless need to supplement civil requirements with their own to ensure that Defence personnel continue to receive suitable guidance, supervision and monitoring. The nature of such supplementation will depend upon the situation and the associated degree of risk.	
GM to ORO.40			Nil	GM ORO.40 – ALSE Management system (AUS) 1. Purpose. (Context) Crew and passengers on aircraft are often required to wear or carry ALSE to support mission requirements, or to control potential post-crash hazards. (Hazard) Compromised function of ALSE affects Suitability For Flight or post-crash survivability. (Defence) This regulation requires the MAO to implement ALSE management controls to eliminate or otherwise minimise risks to health and safety.	
GM to ORO.40.A			GM ORO.40.A – ALSE Management system (AUS) 1. Regulation Purpose. The purpose of this regulation is to assure that ALSE is safely managed. A MAO should gain reasonable knowledge of ALSE hazards to ensure that ALSE is safe in the defined operational context. Use of ALSE on an aircraft without due consideration of the elements in this regulation may jeopardise aviation safety or post-crash survivability. 2. Appointment of key staff. The MAO should appoint an ALSE manager in accordance with DASR ORO.15. 3. Scope of ALSE management system. The scope of the MAO's ALSE management system comprises all ALSE, including that subset of ALSE managed as part an aircraft's type design (detailed in ADRM Section 5 Chapter 2). This ALSE subset is considered during an aircraft's initial type certification. Subsequent changes, additions or deletions considered through Supplemental Type Certification or as either Major/Minor Changes to the type design. 4. Role of SRSPo ALSLMU. ALSLMU is sponsored by HQAC A8 as the ADF SME agency and the manager of ADF common ALSE. ALSLMU is the primary SME referred to at DASR ORO.40.B(2). ALSLMU also provides ALSE risk advice contextualised to ALSE functions in the operational context. The senior engineer within ALSLMU may also be assigned as the DoSA-ALSE.	GM ORO.40.A – ALSE Management system (AUS) ▶◀ 1. Appointment of key staff. The MAO should appoint an ALSE manager in accordance with DASR ORO.15. 2. Scope of ALSE management system. The scope of the MAO's ALSE management system comprises all ALSE, including that subset of ALSE managed as part an aircraft's type design (detailed in ADRM Section 5 Chapter 2). This ALSE subset is considered during an aircraft's initial type certification. Subsequent changes, additions or deletions considered through Supplemental Type Certification or as either Major/Minor Changes to the type design. 3. Role of SRSPo ALSLMU. ALSLMU is sponsored by HQAC A8 as the ADF SME agency and the manager of ADF common ALSE. ALSLMU is the primary SME referred to at DASR ORO.40.B(2). ALSLMU also provides ALSE risk advice contextualised to ALSE functions in the operational context. The senior engineer within ALSLMU may also be assigned as the DoSA-ALSE.	



		<p>5. MAO evaluations. The MAO should conduct evaluations of ALSE application, integration and hazards associated with their applicable platform. Such assessments are subject to the requirement for SME advice at DASR ORO.40.B(2). SME endorsement by SRSP0 ALSLMU will encompass both platform-specific ALSE as well as those which are common across platforms.</p> <p>6. ALSE obligations external to DASR. Platform-specific configuration control and CASG Materiel Design Acceptance processes may also exist. The MAO ALSE management system should integrate DASR and other platform requirements not regulated under DASR.</p>	<p>4. MAO evaluations. The MAO should conduct evaluations of ALSE application, integration and hazards associated with their applicable platform. Such assessments are subject to the requirement for SME advice at DASR ORO.40.B(2). SME endorsement by SRSP0 ALSLMU will encompass both platform-specific ALSE as well as those which are common across platforms.</p> <p>5. ALSE obligations external to DASR. Platform-specific configuration control and CASG Materiel Design Acceptance processes may also exist. The MAO ALSE management system should integrate DASR and other platform requirements not regulated under DASR.</p>	
GM to ORO.50		Nil	<p>GM ORO.50 Aircraft Crewing (AUS)</p> <p>1. Purpose. (Context) Crew requirements need to consider crew necessary to conduct normal operations and to manage potential in-flight emergencies. (Hazard) Compromised crew requirements affect Suitability For Flight. (Defence) This regulation requires the MAO to define crew requirements to safely conduct each aircraft role.</p>	
GM to ORO.50.A		<p>GM ORO.50.A Aircraft Crewing (AUS)</p> <p>1. Purpose. The purpose of this regulation is to assure that aircraft are suitably crewed to deal with normal operation and foreseeable emergencies so as not to compromise suitability for flight. Aircrew crew composition (normal and minimum) should be identified for the different tasks or missions a capability may perform and stipulated in relevant Orders, Instructions or Publications.</p> <p>2. To maintain the operational airworthiness integrity of Defence flying activities, aircraft operating within the scope of the DASP must be manned by an appropriate number of crew meeting specified qualification and currency requirements and who have been authorised to conduct the SOIU approved role.</p> <p>3. Aviation safety occurrences. All crew members have a responsibility to clearly advise the aircraft captain of any circumstance that may compromise the safety of a flight. Where the captain does not properly report a flight safety compromise or breach, it is incumbent on the other crew members to ensure that the authorising officer and aviation safety officer are informed.</p> <p>4. Defence members crewing non-defence aircraft. Defence aircrew may fly on duty as crew in aircraft operating outside of the scope of the DASP provided the flight will further their Service</p>	<p>GM ORO.50.A Aircraft Crewing (AUS)</p> <p>▶ ◀</p> <p>1. To maintain the operational airworthiness integrity of Defence flying activities, aircraft operating within the scope of the DASP must be manned by an appropriate number of crew meeting specified qualification and currency requirements and who have been authorised to conduct the SOIU approved role.</p> <p>2. Aviation safety occurrences. All crew members have a responsibility to clearly advise the aircraft captain of any circumstance that may compromise the safety of a flight. Where the captain does not properly report a flight safety compromise or breach, it is incumbent on the other crew members to ensure that the authorising officer and aviation safety officer are informed.</p> <p>3. Defence members crewing non-defence aircraft. Defence aircrew may fly on duty as crew in aircraft operating outside of the scope of the DASP provided the flight will further their Service</p>	



			knowledge and experience and that any pre-conditions imposed by the operating authority are satisfied.	knowledge and experience and that any pre-conditions imposed by the operating authority are satisfied.	
GM to ORO.55			Nil	GM ORO.55 Aircraft Captaincy (AUS) 1. Purpose. (Context) An aircraft captain is responsible for the overall safe operation of the aircraft. (Hazard) Compromised execution of an aircraft captain's responsibilities may adversely affect Suitability For Flight. (Defence) This regulation requires the organisation operating the aircraft to define the requirements of an aircraft captain to ensure the safe and effective operation of the aircraft against approved OIP.	
GM to ORO.65.A			GM ORO.65.A – Authorised Portable Electronic Equipment (AUS) 1. Purpose. The purpose of this regulation is to assure that portable electronic equipment (PEE) does not introduce hazards including: electromagnetic interference, overloaded electrical systems, electrical fumes, or battery fires. 2. In the context of this regulation, PEE includes: a. personal electronic devices such as laptop computers, tablets and game consoles b. personal communication devices such as mobile telephones c. medical or monitoring equipment such as heart pacemakers, hearing aids and blood glucose monitors. 3. PEE may be used without any physical / electrical connection to the aircraft, or may be powered through aircraft power outlets such as 240 / 115 V GPO or USB. 4. In order to create the approved Defence OIP, the MAO should seek engineering advice through its CAMO.	GM ORO.65.A – Authorised Portable Electronic Equipment (AUS) 1. Purpose. ► (Context) PEE is now commonplace on board aircraft, either as carried equipment, or operated whilst on board. (Hazard) However, some PEE characteristics may interfere with aircraft operation, compromising aviation safety. (Defence) This regulation requires the MAO to implement controls for the carriage and operation of PEE on aircraft, to ensure hazards to aviation safety are eliminated or otherwise minimised SFARP. ◀ 2. In the context of this regulation, PEE includes: a. personal electronic devices such as laptop computers, tablets and game consoles b. personal communication devices such as mobile telephones c. medical or monitoring equipment such as heart pacemakers, hearing aids and blood glucose monitors. 3. PEE may be used without any physical / electrical connection to the aircraft, or may be powered through aircraft power outlets such as 240 / 115 V GPO or USB. 4. In order to create the approved Defence OIP, the MAO should seek engineering advice through its CAMO.	
DASR SPA – Specific Approval					
GM to SPA.10	DCP 2021 - 005	Minor	Nil	GM SPA.10 - Command Clearance (AUS) 1. Purpose. (Context) On occasion, to maintain key capabilities at high levels of operational readiness and to undertake non-discretionary activities in support of Australia's national interest, commanders may be required to operate aircraft outside of approved configuration, role, environment (CRE), limitations or conditions. (Hazard) Operating aircraft outside of approved	To provide better regulatory intent clarity to IR 'Purpose Statement' of SPA.10 against the principles of Department of Defence (2015) - 10 Ways to Better Aviation Regulation.



				<p>CRE, limitations or conditions may affect Suitability For Flight. (Defence) This regulation requires the MAO to establish a process to manage risk of Suitability For Flight for aircraft operated under a Command Clearance.</p>	
<p>GM to SPA.10.A</p>			<p>GM SPA.10.A - Command Clearance (AUS)</p> <ol style="list-style-type: none"> Purpose. The purpose of this regulation is to ensure that directed mission objectives that require Defence to operate an aviation system outside of the system's approved configuration, role, environment (CRE), limitations or conditions are conducted safely. A Command Clearance is an authorisation that allows a Commander to operate an aircraft when such authorisation is not available under other DASR. 	<p>GM SPA.10.A - Command Clearance (AUS)</p> <p>▶◀</p> <ol style="list-style-type: none"> A Command Clearance is an authorisation that allows a Commander to operate an aircraft when such authorisation is not available under other DASR. 	

